

'One of the most outstanding campaigns in warfare'

"THE armed forces have done us proud" making "a crucial contribution by sea, land and in the air to the successful completion of the allied campaign."

Thus the Queen's message of congratulations headed a steady flow of tributes at the end of the Gulf War.

Prime Minister John Major's usual preference for understatement clearly had no place on board HMS Brave when he visited the Type 22 frigate in the Gulf — "absolutely fabulous" was how he described the naval effort.

In his own review of the conflict Defence Secretary Tom King said Royal Navy helicopters sank or disabled 15 Iraqi patrol craft. The British-led minehunting force had traced 228 mines and destroyed 133 of them, opening two vital lines of supply to Kuwait by sea.

First Sea Lord Admiral Sir Julian Oswald's general message of thanks noted that the demands of the Gulf crisis since August 1 last year had stretched all kinds of resources "virtually throughout the Navy."

"Yet all other tasks have been carried out as cheerfully and efficiently as ever. As usual in such circumstances we have

been faithfully and loyally supported by our families... You have all shared in this victory."

The CINC Naval Home Command Admiral Sir Jeremy Black marked his appreciation of the training establishments "in meeting the extra training load and in bearing the sometimes very heavy gapping without complaint or reduction of output."

And "Well done all" concluded the signal from the Chief of the Defence Staff, Marshal of the Royal Air Force Sir David Craig, at the end of what he described as "one of the most outstanding, successful and impressive campaigns in warfare."

SWEEPING SUCCESS

THOUGH the long-anticipated amphibious assault never happened, the naval bombardment of occupied Kuwait did much to hasten the Iraqi forces' collapse — and the Royal Navy made it possible.

Just over an hour after Saddam Hussein failed to meet President Bush's deadline for withdrawal, his troops were deluged with 1,900lb shells from the battleship USS Missouri's 16-inch guns. Further south her sister ship USS Wisconsin added to the awesome cannonade in a barrage that lasted for days.

Cardiff's flag day

First of the Gulf War ships to return home were the Type 42 destroyer HMS Cardiff (seen below at Portsmouth) and the Type 22 frigate HMS Brazen (see back page). HMS Gloucester was also due back at the end of last month.

Picture: LA(Phot) Low Lines

While the constant fire kept the Iraqis guessing over a possible beach landing they were forced to keep six divisions deployed to face a second front that the Allies never really needed to open.

The Missouri had earlier been manoeuvred into position after an intensive mine clearance operation by HMS Ledbury, Cattistock, Dulverton, Atherstone and Hurworth — the 57,000 ton World War II veteran dwarfing the 625 ton glass-reinforced plastic minehunters, whose technical and professional expertise had kept them firmly in the front line of the naval war (see also centre

pages). Two Silkworm missiles sought revenge on the 'Mighty Mo' — she who received the Japanese surrender in 1945 and last fired her guns in anger in the Korean War — and were engaged by HMS Gloucester, "riding shotgun" to provide air defence.

Seconds after they were identified on her radar screen — by 17-year-old RO Steven Bunbury, soon to be lionised by his grateful American oppos — the Type 42 destroyer fired two Sea Dart missiles to intercept. One struck home about four miles away from the battleship while the other Silkworm crashed harmlessly into the sea.

● Turn to page 19



Torched!

AGAINST the background of a fierce oilfield blaze, an 846 Squadron Sea King, embarked in RFA Argus, carries out a survey of the coastal area near Kuwait City as part of the Allied effort in the wake of the war.

The Royal Navy is playing an important role in clearing-up operations following the Iraqi occupation, not least in the hunting and destruction of dangerous mines.

For more pictures of the aftermath of the defeat of Saddam Hussein's forces — and a report by "the first Naval officer into Kuwait" — see centre pages.

Picture: PO(Phot) Alistair Campbell



Gulf Medal — and Queen will take the salute

A GULF Medal will be issued to every Serviceman and woman who took part in the war against Saddam Hussein, the Government announced last month.

There will be a victory parade in London on June 21 at which the Queen will take the salute — after publishing a Special Honours List to reward gallant and meritorious conduct.

Lunch date for Gulf wives

AN invitation to lunch from Lady Oswald, wife of the First Sea Lord Admiral Sir Julian Oswald, gave Navy wives living in the London area the opportunity to swap notes and make new friends.

The Duchess of York was also present at the lunch and was able to chat to many of the women whose husbands were serving in the Gulf in HM ships Manchester, Gloucester, London, Brazen, Brilliant, Exeter, Cardiff, Brave and RFA Argus.

The wives are pictured, right, with the Duchess and Admiral Oswald — and with the First Sea Lord's dog, Herbert, who was also determined to get in on the act!

● Families and friends of men serving on board the Type 42 destroyer HMS Gloucester celebrated early at HMS Collingwood in eager anticipation of the return home of their loved ones.

"Seven months seems a long time but it is an incredible feeling to know they will be back soon," said Karen Evans, whose husband Barry is a CPO on board the destroyer.

Picture: PO (Phot) Stuart Antrobus.



Family Life



Bargain breaks from BA

A PACKAGE of cut-price holidays, tailored exclusively for those who served in the Gulf, is now on offer from British Airways.

The airline's "buy-one-get-one-free", all-inclusive holiday deal covers more than 20 destinations world-wide and features stays in the USA, the Caribbean, Australia and the Far East for as little as £439 for two people for seven nights.

The offer is available for travel between April 1 and December 31 and, as an added incentive, the airline will be giving away 200 Concorde tickets to the USA. Each month the airline will put all bookings made in that month into a hat and select ten winners who will each receive a pair of tickets.

Servicemen and women who played a key role in supporting the Gulf forces back home are not being forgotten either — they will be entitled to special air fares, along with their immediate families.

"We owe a tremendous debt of gratitude to all those who played a crucial role in liberating Kuwait," said a BA spokesman. "What they all need now is a good holiday and we're going to make sure they get one."

For further details ring the BA "Holiday Hotline" on 081 897 8080.

Lloyds bank on safe return

IT WAS the man of the house who kept the home fires burning where the Lloyds were concerned — for while POWREN Ruth Lloyd braved Scud attacks and the sticky heat of Dhahran, Saudi Arabia, waiting at home was her husband of two weeks, Ian, who had only recently left the Navy.

Ruth, a radar and radio specialist, travelled with Naval Party 1039 to King Abdul Aziz Airbase where they were tasked with preparing two RN Sea Kings for service in the Gulf war.

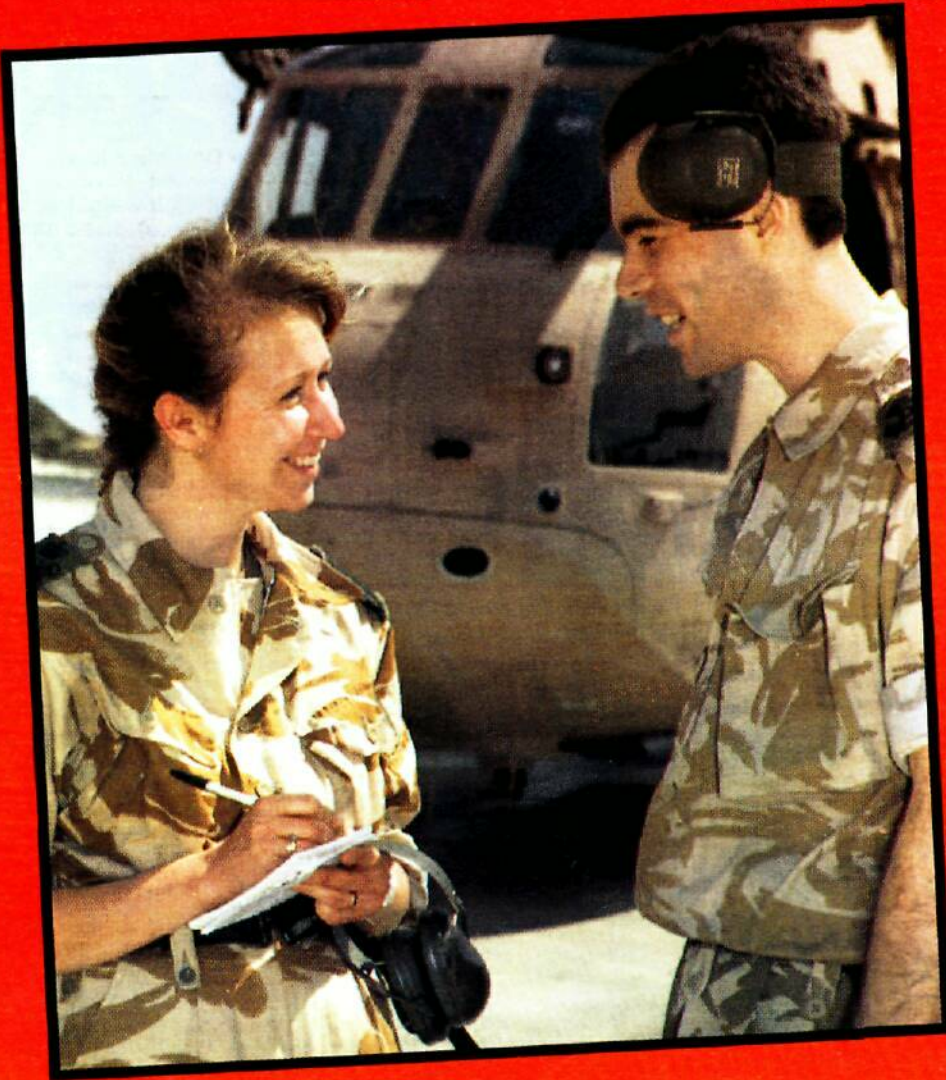
She is pictured, below, comparing notes with LAEM Neil Daubney after one of the helicopters completed desert trials in Saudi Arabia.

For some members of naval party 1039 — 26 in number under Lieut. Colin Brazendale —

the tasking was their first experience of "purple" operations, i.e. working with both the Army and RAF.

But for all concerned it was an interesting and rewarding experience, the final satisfaction coming when Lieut.-Cdr. David Evans test-flew the aircraft before they headed north for their front-line deployment.

Picture: PO(Phot) Ric Burch.



PAR for the force

FIRST there was PAX, now comes PAR — personal accident insurance for the reserve forces, specifically designed to take account of the needs of the Volunteer Reserve Forces whether on or off duty, at work or at play.

All members of the Volunteer Reserve Forces, TAVRA employees and MOD civil servants employed in support of the Reserve Forces and their families, are eligible for cover.

FIRST CLASS SERVICE BY RESERVISTS

MAKING sure mail from families and friends gets through to the Gulf are RN reservists Leading Postal Assistant (LPA) Danny Fearon, Postal Assistant (PA) Alan Robson, CPO Don Moffat, PA Garry Talbot and PO John McKay who all took time off from their regular post office jobs and volunteered to work at the BFPO Ships' Postal and Courier Depot at Mill Hill, London.

The group are employed on handling all classes of post for Operation Granby as well as air mail to ships in other parts of the world and surface mail to ships and establishments throughout the UK.

PRAISE FOR A JOB WELL DONE

IN a personal message CINNAVHOMER Admiral Sir Jeremy Black has paid tribute to the work carried out by the Navy's casualty reporting and families support operations.

"As the conflict in the Gulf draws to a most successful close I would like to indicate my warmest appreciation for the good work that has been achieved by those responsible for casualty reporting and family support," he said.

"Although, thankfully, much of the work proved not to be needed, you imbued in ships' companies and shore parties and in their families a feeling of confidence and comfort in their

support.

"This has been a job well done and I congratulate you all for your contribution."

First Sea Lord Admiral Sir Julian Oswald has also praised the families of men and women serving in the Gulf, commenting: "As usual in such circumstances we have been faithfully and loyally supported by our families to whom we owe a special debt of gratitude."

New focus for surface flotillas

THE WAY in which the Fleet is run is set to undergo its biggest change in recent years following announcement of a new management plan by the Commander-in-Chief Fleet, Admiral Sir Jock Slater.

The "major development" signalled by Admiral Slater follows the results of a study which recommended that a focus for the management of the surface flotillas should be established, similar to the arrangements for the Submarine Service and Fleet Air Arm.

Under the new, more efficient system the title of Flag Officer Surface Flotillas (FOSF) will be created and filled by Flag Officer Flotilla Three (FOF3), Vice-Admiral Nicholas Hill-Norton. He will remain Commander Anti-Submarine Warfare Force.

FOF2, Rear-Admiral John Brigstocke, becomes Commander UK Task Group as well as Fleet Amphibious Authority. He will be based at Devonport where he will benefit from co-location with Major-General Royal Marines and Commodore Amphibious Warfare (COMAW). He will also be the RN representative at the Joint Force HQ for out-of-area operations.

The titles of FOF1, 2 and 3 will lapse.

The changes will take effect

on April 5 next year. On that date Vice-Admiral Hill-Norton will assume the title of FOSF at Portsmouth, his staff being formed from those of FOF1, FOF3 and elements of CINCFLEET staff. Formation of the new staff will begin in October this year.

Full command of all elements of the Fleet will continue to be exercised by CINCFLEET from Northwood but with a smaller staff reshaped to concentrate on four-star business, delegating to the appropriate level.

Resilient

Later planning will deal with the size of surface squadrons and the roles of Captains D and F.

Captain H, while retaining his current accountability to the Hydrographer of the Navy, will have functional responsibility to FOSF for the programme co-ordination of the Survey Flotilla. FOSF will also provide him with engineering and administrative support.

It is intended to review in due course the accountability of Commodore Minor War Vessels and Mine Warfare. For the present he will retain type command, administrative authority and operational control over the minor war vessels flotilla.

Implementation of the changes will be the responsibility of the current Flag Officer Sea Training, Rear-Admiral Bruce Richardson, assisted by a team headed by Capt. Peter Murison.

The study group which recommended the changes was headed by Capt. Richard Phillips.

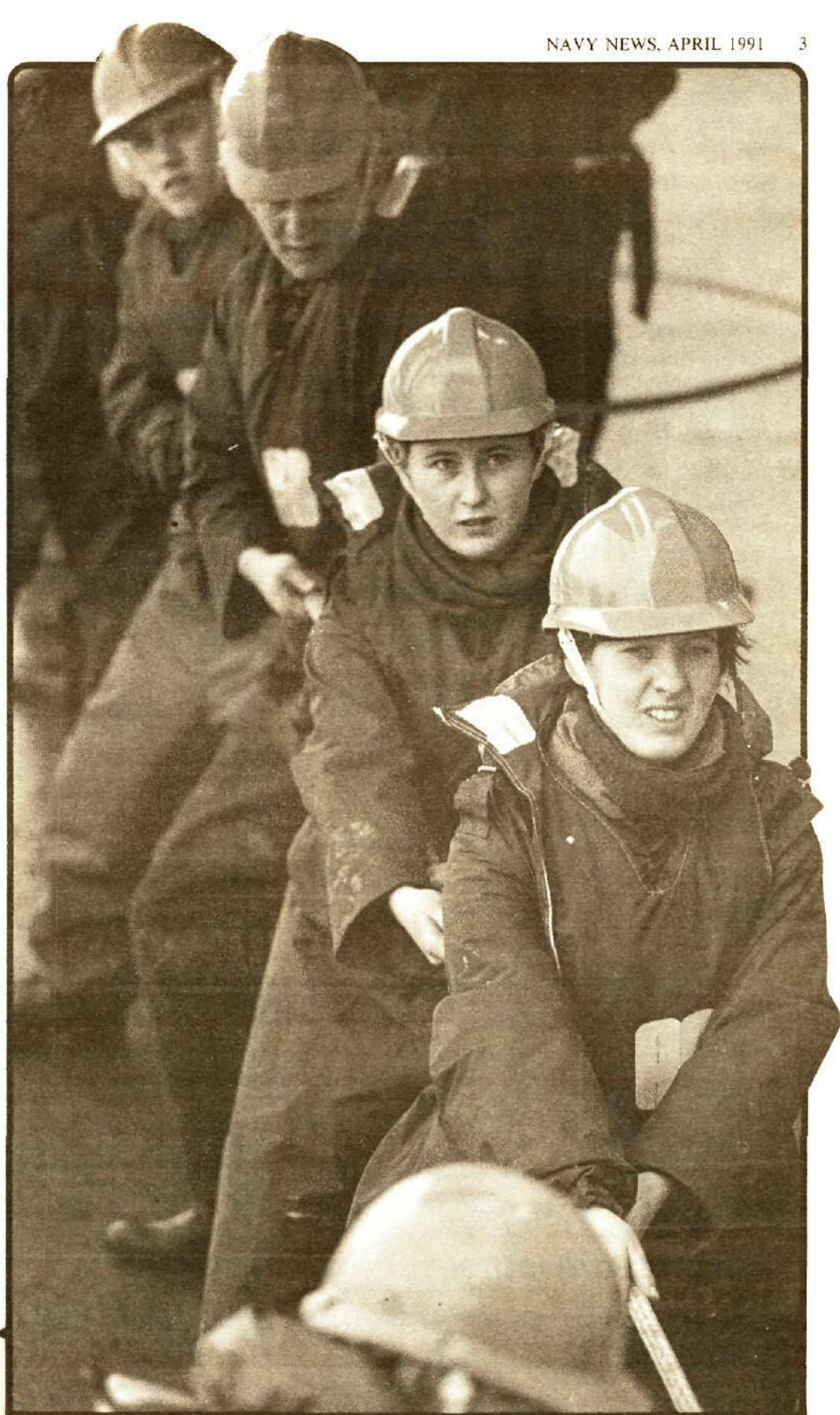
The plan conforms to principles laid down by the Navy's New Management Strategy and is seen as resilient to future changes in the size and shape of the Fleet.

In announcing the new structure, Admiral Slater said he had directed that particular attention be paid to the personal circumstances of individuals during the transitional phase of forming FOSF, COMUKTG and Fleet staffs.

"This is major and most important change in the way the Fleet does business," he said.

"After the inevitable interim period of disruption that will accompany the formation of FOSF, we will have established a much clearer 'tribal chief' for the Surface Flotilla and a four-star HQ at Northwood through which I can exercise command of all aspects of Fleet (Surface Flotilla, Naval Aviation and Submarine Flotilla) more efficiently than at present."

The changes will be detailed in a DCI to be published in due course.



No passengers . . .

HMS Invincible checks out her Sea Dart missile system while on operational sea training at Portland. Wrens Nicky Larkin and Sue Smith pull their weight as members of the RAS (replenishment at sea) team on the carrier's flight deck.



A free byte at the apple

MORE and more information technology (IT) computer equipment is being introduced into virtually all areas of the Service, but none of it is much use unless those using it have had the proper training to realise its full potential.

Unfortunately, this has not always been easy to come by — but that all changes from this month with a new facility in HMS Collingwood.

The Royal Navy's Interactive Video Learning Centre provides hands-on computer skills in a wide range of subjects — word processors, data bases, operating systems and many more — and is available to all RN personnel, free of charge.

The Centre can accommodate six students at a time and will be open daily during working hours.

Training will usually be in one or two-hour sessions, starting with a few minutes introduction. Thereafter students are free to progress through a course at their own speed, with help always on hand from a specially trained administrator.

Getting a slot is easy — no paperwork involved. Just phone Collingwood ext. 393 and Carol Hartley, the co-ordinator, will arrange a mutually convenient time. The Centre will be open for bookings from 2 April.

If Collingwood is not convenient there are other MoD centres (Glasgow, London, Worthy Down, Bicester, Lisburn) available also free of charge. A full breakdown of courses available and contact numbers has been sent all ships, establishments and command small systems groups.

IN BRIEF

The Royal Institute of Public Administration is seeking entries for the 1991 Haldane Essay Competition. The aim is to secure significant contributions to the study, practice and history of public administration. Full details from RIPA, 3 Birdcage Walk, London SW1H 9JH.

A new practical training wing, equipped with a simulated meteorological office as well as computer and graphics, has been opened at the RN school of Meteorology and Oceanography, RNAS Culdrose, the Navy's chief weather man by Capt. David Murray.

The closure of the last Senior Rate Wrens' Mess in the Fleet was marked with a final grand mess dinner at HMS Neptune before its amalgamation with the WOs' and SRs' Mess at the submarine base.

SIXTY years to the second, Capt. Mike Matthews, British Defence Adviser in New Zealand, rang the bell of HMS Veronica during a service to mark the anniversary of the 1931 Great Hawke's Bay earthquake. HMS Veronica was in Napier Harbour at the time and played a major role in relief operations.

Golf addicts in HMS Batt-leaxe and Brilliant will still be able to practise their swings while at sea thanks to the donation of two practice nets to the ships, arranged by Mrs Rosmond Wixon, wife of the Captain of HMS Drake.

Changing shape of ME branch

As this edition goes to print manpower requirements for Operation Granby are still dominating the drafting scene, but drafting work for other units is not being neglected. The Branch Employment Study Team is now well into its task and the report on how the knowledge and skills required by the Marine Engineering Artificer (ML) and (EL) during career course, sea training and specialist courses are put to use at sea and ashore, has been published.

A similar study is well underway covering Mechanic employment; Phase 2 of the study, starting in June 91, will attempt to identify the necessary changes to career and specialist training, based on the results of the Employment Surveys. Such changes could shape the Marine Engineering Branch of the future. (See also page 16).

No mid-term break for sea-training

FTM 187/90 announced the intention that all ME Artificers (whether Candidates or Apprentices) on completion of training in HMS Sultan would complete their sea training in one session of sea service without the traditional short term draft ashore at the LMEA to POMEA breakpoint; Artificer Candidates already align to this scheme.

To meet the aims of the FTM, ex-Apprentices will initially be drafted to ships for one year in order to qualify for A/POMEA, but as the breakpoint approaches, Centurion and ships' MEOs will need to liaise to determine the availability of bunks onboard in order for an LMEA to remain in the ship when advanced to A/POMEA. If a bunk is available his ERD will be extended to give three years on board, if not he will either be drafted to OLC, another ship to continue his sea training, or to a maintenance base to await a new sea billet.

If a ship goes into refit then Artificers in the training margin will have to be "Lifted" and drafted elsewhere, preferably to sea.

Trainees' helpline

From the number of phone calls received on the General Service MEA's desks it is apparent that many of our readers do not know who should be contacted to discuss MEA's UT queries.

Day to day queries concerning the Apprentice and Candidates courses themselves are the responsibility of the Charge Chief on the General Service MEA's desk (2515) as are details of SM Quota allocation. Subsequent streaming of SM Artificers to Polaris or conventional boats for example is the responsibility of the Submarine Drafting Section (D4).

Queries about LMEMs and POMEMs who are already Submariners who join the Candidates course and all Submariner MEAs after completion of both Apprentice and Candidate courses should be addressed to the Submarine Drafting Section (Centurion ext. 2518).

Portsmouth small ships

FSU 01 and the ships of MCM2 Squadron (Atherstone, Brecon, Cottesmore, Cattistock and Hurworth) have now moved their Base Port from Rosyth to Portsmouth thereby opening up some new jobs in the Small Ship Navy.

Small ship experience in turn provides the relevant experience needed for certain jobs in the Craft Support Unit, Fleet Engineering Staff and HMS Sultan, all in the Portsmouth area.

If you are interested in establishing yourself in the Small Ship Navy and your DO recommends you, then submit a C240 to Drafty.

Volunteers for ADPIPE and HDPW training

The first of the POMEMs, already qualified ADPIPE, who volunteered to undertake HDPW training have now completed their training course and are being employed in the maintenance bases.

Volunteers are still urgently required for all the above courses. The ADPIPE and HDPW qualification is open to CMEMs/PO-MEMs. If you are interested, see your Divisional Officer now and submit a C240.

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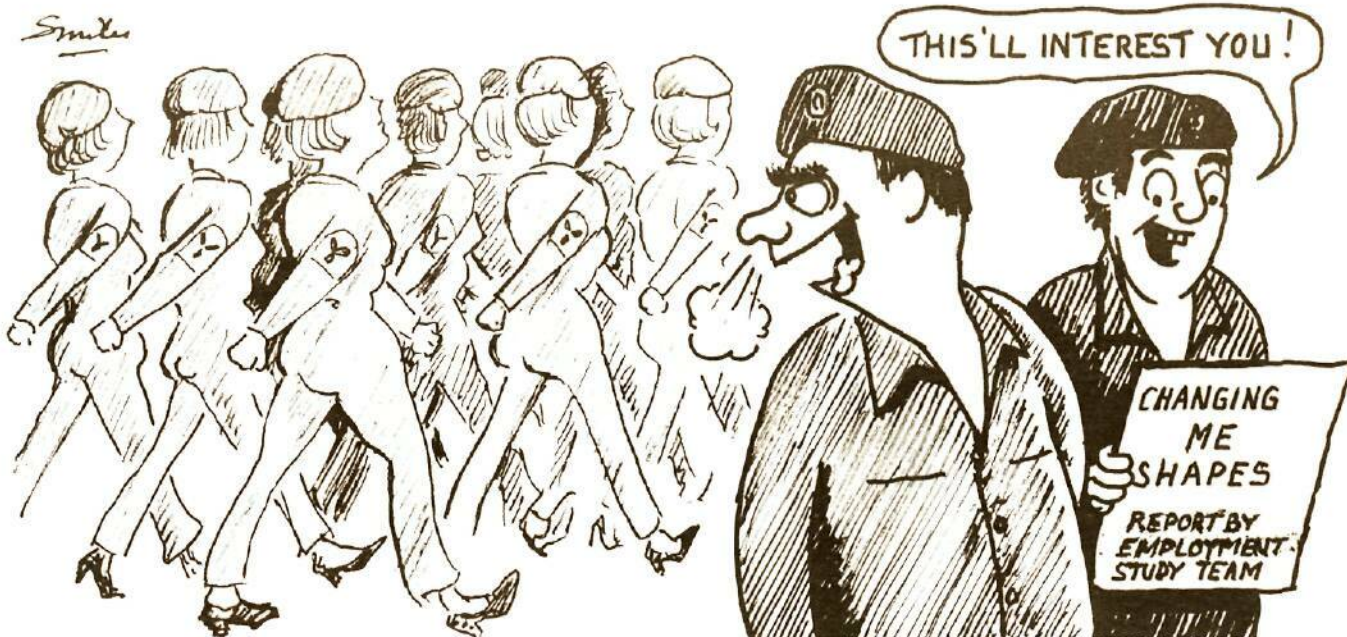
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ME Drafting Team

ME Drafting Commander and WO Appointing — Cdr. Mike Broadbent (ext. 2574).
WO(MEA/MEM) and FSDs — CPOWTR Mike Thompson (ext. 2152).
MEA Drafting Officer — Lieut.-Cdr. Doug Roberts (ext. 2572).
CC and CPOMEA ML — POWTR Daz Bale (ext. 2576), and ALWREN WTR Corinne Donkin (ext. 2576).
MEAs EL and POMEMs UT — CCMEA Steven Pike (ext. 2515).
MEM Drafting Officer — Lieut.-Cdr. John Fisher (ext. 2514).
CMEM and POMEM (M/L) — POWREN WTR Jacqui Morgan (ext. 2577).
LMEM (M/L) — POWTR Steve Tuvey (ext. 2514).
MEM (M/L)(SEA) — POMEM (M) Ray Ankin (ext. 2578).
MEM (M/L)(SHORE/LRQC) — LWREN Jo Llewellyn (ext. 2578) and WREN WTR Karen Rawlings.
Correspondence — WREN WTR Sarah Turner.



Drafty Clanky's corner

Welcome aboard!

This is an opportunity to extend a warm welcome to those of the RFR who volunteered to re-join the branch in order to fill billets gapped by Operation Granby requirements. It was gratifying to have such a healthy response and just over 100 men have re-entered.

They will initially be employed in shore support units, but those wishing to serve at sea will be encouraged to do so in due course and like their active service counterparts, they should forward a C240 stating their preference on an updated DPC (C230).

Go for the final — reap the reward

It would appear that MEM(M)s about to complete their full AMC training are reluctant to take that final subject, and thus be eligible for award of a full AMC.

There is a "buzz" around the Fleet that award of a full AMC automatically results in a rapid draft to another ship to fill an empty AMC billet.

Drafty would like to take this opportunity to dispel this rumour and reassure potential candidates that this is most definitely not current drafting policy.

The moral of the story is to go for it and reap the benefits of being a fully qualified AMC MEM on scale B pay — FTM 198/90 gives full details of current AMC requirements.

New billets in Type 22s

It is acknowledged that as the Leander Class frigates pay off some of the traditional CMEM(L)s sea billets will be lost. As a compensator new billets are being created in the Type 22s where CMEM(L)s will gradually replace one of CPOMEA(L)s currently borne.

These billets will begin to be filled from July 91; any volunteers wishing to take up this new challenge should forward C240s as soon as possible.

The PJT package at Sultan will consist of:
ME64A (7 weeks type 22 PJT)
GE 22 (5 day Static Frequency Charger Course) and
GE 41 (5 weeks Electronics Maintenance Adqual).

New watchkeeping rules and titles

Details of the separation of operator and maintainer functions have now been announced in FTM 016/91 with the result that the title of 'Petty Officer of the Watch' is replaced by the title 'Marine Engineer Officer of the Watch 2' (MEOW2) with the Control Room Certificate (CRC) being the relevant qualification and being renamed MEOW2C (the C stands for Certificate).

Similarly the operating elements of the old UWC (PQE for CPOMEA) will form the title Marine Engineer Officer of the Watch Certificate (MEOWC).

It should be noted that:

- All operator qualifications will be examined by Ship Board.
- Both certificates are open to Artificers and Mechanics.
- The relevant revised syllabi are included in the FTM.

Volunteers, various

MEMs are required for service in the Royal Yacht — if you wish to apply then make sure you fulfil all the requirements laid down in Chapter 5 of BR 8748.

Billets are frequently available in the Falklands in NP2010 and HMS Leeds Castle (soon to be relieved by HMS Dumbarton Castle); if you would like to take up one of these billets then forward a C240 stating your preference. Service in the Falklands counts as sea time and the normal length of draft is for four and five months respectively.

Similarly volunteers are needed for duties in Northern Ireland and the Gulf. If you are seeking a challenge then once again forward a C240 stating your request.

No more ADVA

The ADVA course and the need for ADVA in Schemes of Complement have died, because the relevant training is now included in the Artificer and Charge Confirmation Courses.

Where deep specialist knowledge is required, e.g. the Fleet VA teams, ratings will undertake a civilian training course which will be known as CADVA (Civilian ADVA).

The Fleet VA Team is providing Drafty with a list of those who already meet this standard for historical record purposes.

Artificer Candidates Course

All available spaces for the MEACC Courses for 1991 have now been allocated and those selected for the October course have now been informed.

There remains a short queue of Ls on the roster for courses in 1992 but for Ms the roster is virtually dry.

There are three separate rosters kept for this course, as follows (a) Active, (b) Dormant, (c) Enabling. The rosters are kept by Drafty and administered by the ACC cell in Sultan.

The state of the Active roster has already been mentioned. Those of you on the Dormant roster (some 58 men) have a codicil to clear before becoming eligible for the Active roster; you are strongly advised to do this as soon as you possibly can.

Your MEACC could be just around the corner and rapid promotion to CPO not long after that!

The Enabling roster is for the ACES men who satisfy the rules and attend a two day Selection Board at HMS Sultan; if successful they gain a place on the Enabling roster.

So far 37 men have found their way onto the MEACC in this way showing that the ACES scheme is very much up and running.

(For full details of the ACES Scheme read BR2000(3)(1) Article 0508 and get your application in today).

All questions regarding the MEACC should be directed to Lieut. Andy Law on HMS Sultan, ext. 2148.

WRENS UPDATE

In common with other branches Wrens are being recruited as MEMs and Artificers.

Seventeen WMEMs are currently under training at Raleigh and Sultan and as yet none have been categorised (M) or (L) but they will be joining the fleet in July 91. Sea billets have been created for them in HM ships Sirius, Fearless, Brazen and Beaver.

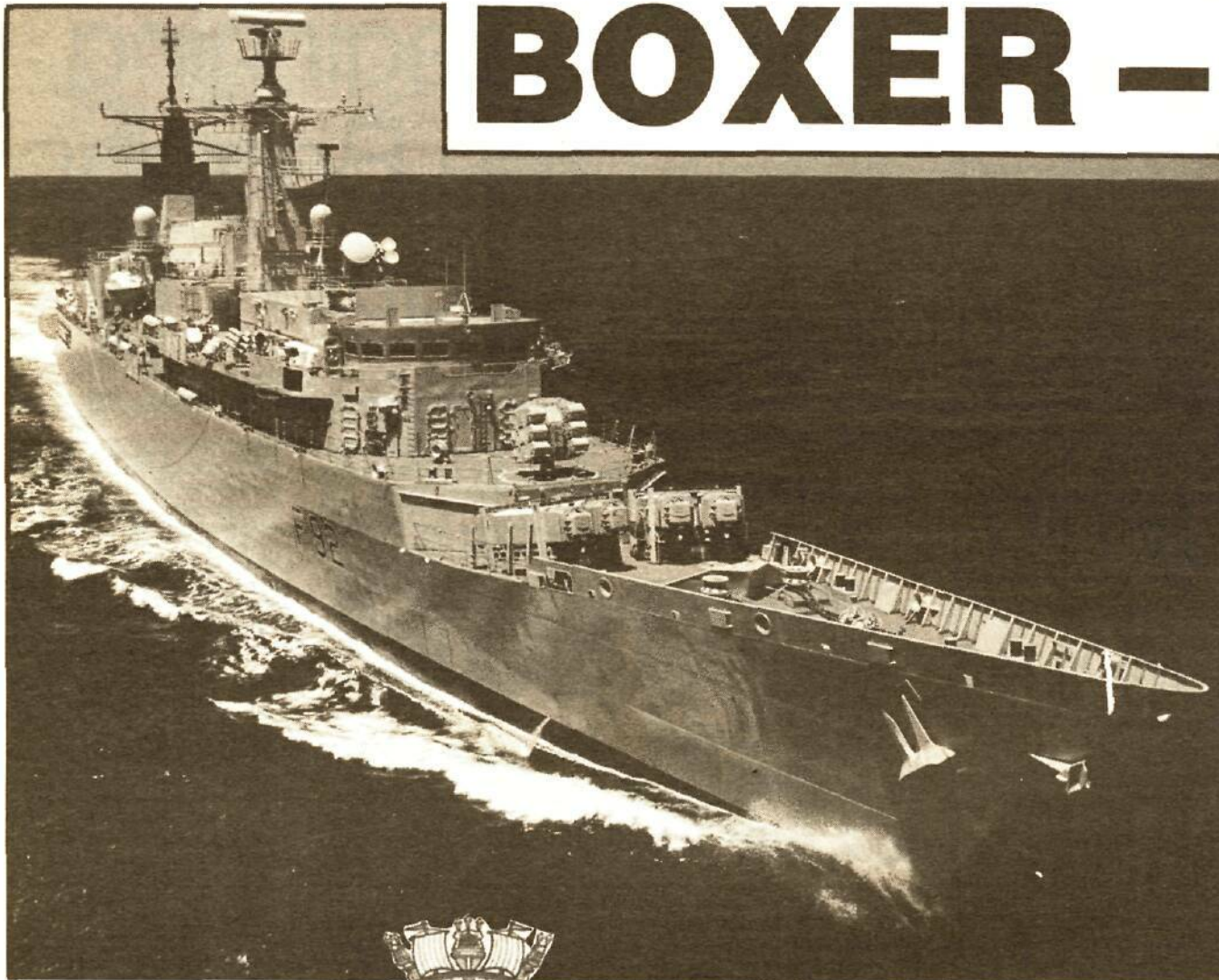
On completion of Part 3 training they will be employed in the FMGs and ships in refit until their first sea draft billets become available.

More sea jobs are planned to be filled by WMEMs from November onwards in Ark Royal, Cornwall and Broadsword.

In addition eight females have joined the branch as WAR-TAPPS. In common with other Apprentices their training is much longer and they are not expected to be available for sea service until 1993.



BOXER – ABOUT AGAIN



HMS BOXER has recently emerged from an extensive, year-long refit which cost more than £1m. During it she was fitted with hull-mounted Ferranti Type 2050 search and attack sonar, and had her underwater signature reduced and her computer systems upgraded.

These components, together with the existing weapon and sensor fit, mean that the Boxer is a most effective anti-submarine warfare platform, and that she may also be used in the role of command ship.

First of the second batch of stretched Broadsword class (Type 22) frigates, HMS Boxer was built for the Royal Navy by Yarrow Shipbuilders Ltd at their Clyde shipyard. She was launched by Lady Pillar (wife of the then Chief of Fleet Support, Admiral Sir William Pillar), her sponsor, on June 17 1981 and commissioned on January 14 1984.

In addition to her 2050 search and attack sonar, the Boxer has the Dowty 2031 passive search towed array sonar. Once a hostile submarine has

been located it may be attacked using the ship's torpedo weapon system (STWS) or the embarked helicopters; HMS Boxer is capable of carrying two Westland Lynx HAS 3 aircraft.

To defend herself, HMS Boxer is armed with four Aerospace Exocet anti-ship missiles and two British Aerospace six-barrelled Sea Wolf air defence missile launchers.

Fully air-conditioned, HMS Boxer is also stabilised to optimise weapon and sensor performance and to provide a more comfortable working environment. Her powerful Rolls-Royce Olympus gas turbines give her an impressive acceleration and top speed (30 knots), while the Tyne cruising turbines are used to give greater endurance and fuel economy.

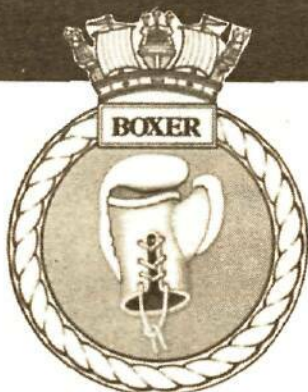
The frigate has a ship's company of 250 and living conditions on board are good. Junior ratings live on messdecks, each of which has its own recreational area with television.

Senior ratings are accommodated in four or six-berth cabins and also have their own messes. Comfortable dining halls are situated adjacent to the galley. A well stocked library is available, providing the means for studying for examinations and additional qualifications.

FACTS AND FIGURES

Displacement: 4,100 tonnes. Length: 145m. Beam: 14.8m. Draught: 6.4m. Propulsion: 2 x Olympus, 2 x Tyne gas turbines. Maximum speed: 30 knots. Weapons: Exocet, Sea Wolf, STWS (Stingray), 20/30mm close-in guns, 4 x 6-barrelled Sea Gnat chaff launchers. Sensors, radar: Marconi 968/967M, Kelvin Hughes 1006, Marconi 910; sonar: Ferranti type 2050, Dowty type 2031.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.



Stretched Type 22 frigate HMS Boxer is some 12m longer than her predecessors. She is the eighth Royal Navy ship of the name and her motto — *Praemonitus Praemunitus* — means Forewarned is forearmed. She has four battle honours — Crimea 1855, Salerno 1943, Sicily 1943 and Anzio 1944.

Captured by USS Enterprise!

EIGHT Royal Navy ships have borne the name Boxer, including the Second World War tank landing ship built by Harland and Wolff, Belfast, and launched in 1942.

Having taken part in the Sicily, Salerno and Anzio landings she was converted to a fighter direction ship and later to a radar training ship. From October 1955 she was in the Reserve at Portsmouth and in 1958 was scrapped.

The sixth HMS Boxer was a torpedo-boat destroyer built at Chiswick by Thornycroft and launched in 1894. Displacing 265 tons, she was armed with a 12 pounder and five six pounder guns, two single 18-inch torpedo tubes and two torpedoes.

She served with the Mediterranean Fleet from 1896 to 1911, later recommissioning as a tender to HMS Excellent for service in the 6th Flotilla, Home Fleet.

During the First World War she was based at Portsmouth with the Local Defence Flotilla. She was sunk in a collision with the SS St Patrick in the Channel in February 1918.

Fifth HMS Boxer was a 4-gun twin-screw gun vessel of 465 tons, built at Deptford.

In August 1877, in company with HMS Avon and HMS Pioneer, she proceeded up the Niger, destroying several towns on the banks after local people refused to release prisoners they had taken after wrecking the *Sul-*



Thought to date from 1906, this photograph is believed to show the ship's company of the sixth HMS Boxer, a torpedo-boat destroyer. Two cats and two dogs take their place in the line up.

tan of Sokoto.

In 1879 the Boxer left Africa for Haiti, where a revolution had broken out. At Port au Prince, besides protecting British interests, she embarked a number of refugees, who sadly brought yellow fever on board; two officers and several ratings died as a result.

A steam gunboat of 235 tons, the fourth HMS Boxer

was launched in 1855. She saw action against Russian shore installations during the Crimean War.

The third HMS Boxer was a 150 ton steam mail paddle packet first named *Ivanhoe* and transferred to the Admiralty from the Post Office in 1837. Second ship of the name was a sloop rigged as a brig, built at Redbridge in 1812. In 1813 she was cap-

tured by the USS Enterprise off Portland, Maine. Boxer lost 21 in the action, including her captain.

Launched at Rotherhithe in 1797, the first HMS Boxer was a gunboat of 161 tons.

● In 1846 a wood paddle-wheel gunvessel to be named Boxer was laid down at Chatham. She was cancelled the following year.



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ENSIGNS OF THE TIMES

FEBRUARY'S front page picture of HMS Hurworth hoisting her battle ensign in the Gulf illustrates a tradition that goes back nearly a thousand years.

Royal and other heraldic banners identified the King's ships during the Crusades and the Cinque Ports flag flew on vessels guarding the Channel for nearly three centuries.

In Henry VII's time ships fought under the Royal Banner of England, the banners of the Royal Badges, including the Portcullis, Fleur de Lis and Tudor Rose, and the St George's Cross of England.

This last was incorporated in the first true battle ensign, the bold, striped flag used by English ships operating against the Armada, when longer range guns necessitated simple designs that could be easily recognised at a distance.

When the Fleet was divided into three for the Dutch Wars, red, white and blue ensigns were flown, still with the cross of St George on the 'canton', or upper hoist corner.

At the beginning of the 18th Century the Union Flag replaced St George's Cross in the canton and the large St George Cross was added to the white ensign — to avoid confusion with the white ensign of France.

And by the time of Trafalgar Nelson ordered the white ensign to be flown by ships of all squadrons, so there should be no mistake with the blue, white, red flag of France and the red, yellow, red flag of Spain.

Exclusive

It was not until 1864 that the Admiralty allocated red ensigns exclusively to the merchant navy and blue to ships other than warships in Government service and merchant ships "whose commanding officer (with a given portion of the crew) may belong to the Royal Naval Reserve."

Since then the white ensign has flown as a battle ensign from Royal Navy ships in innumerable campaigns — and now the war in the Gulf.

It is interesting to note that HMS Warrior, first commissioned in 1860 in the red squadron, is able to wear her original ensign without special dispensation, as the red ensign is now the one for "all ships and boats belonging to any British subject." — Bruce Nicolls Cdr, Portsmouth, Hants. (Cdr Nicolls, a leading flag consultant and designer, is president of the Flag Institute).

Arthurian legend still lives on

REGARDING HMS Royal Arthur and HMS Excalibur, I trained at Excalibur in 1943 in the village of Alsager on the Staffs-Cheshire border.

Most trainees at that time went on to the Sparrows' Nest, Lowestoft to join the Royal Navy Patrol Service and to serve in minesweepers etc.

The name Excalibur still lives on in Alsager by virtue of the Sea Cadets TS Excalibur.

Another point of interest; while touring Scotland I came across a magnificent ship's bell from an old HMS Excalibur outside the chapel at Fort George. — "Pusser" Snow, Stoke-on-Trent.

HMS Royal Arthur, established as a shore base in 1939 at Butlins holiday camp, Skegness, had

been described as a centre for "perfect, luxury family holidays." It became an initial training establishment, and for some was a Communications School.

Between 1939 and 1946 over a quarter of a million young men passed through the entrance, which still bore the holiday camp message, "Our true intent is all for your delight."

Wry smiles

It brought wry smiles and caustic remarks from many passing through in those days of firm discipline and often harsh weather conditions in the little wooden chalets. — M. A. Hillebrandt, West Midlands Regional Secretary, HMS Royal Arthur Association, Hatfield, Herts.

Licking the U-boats

I READ with some concern the letter "No glamour in convoy service" (February).

The Battle of the Atlantic was a battle which Britain could not and dared not lose and, to all intents and purposes, it was won by June 1943. From that time our convoys brought to Britain such quantities of food and material that we were able to mount the invasion of Normandy in June 1944.

As the Post Office issued a set of stamps commemorating the 50th anniversary of the Battle of Britain, might there not in June 1993 be a set of postage stamps to pay tribute to the Royal Navy's role in the defeat of the U-boats in 1943? Let us press for it. — J. Nicholas, Algerines Association, Editor of The Sweeper, Moore, Cheshire.

Letters

Beginning the Beguine again . . .

I WAS interested to note another two letters (February) regarding 1930-40s popular vocalist Chick Henderson, alias Sub. Lieut Henderson Rowntree.

He was the first British popular star to sell a million copies of a gramophone record, and even after he had been in the Royal Navy for four years and had been killed while on active service, still appeared in the Top 20 charts of male singers.

Amazingly, he made only two records in his own name. The other 276 titles were as vocalist with bands like Harry Leader, Billy Thorburn and Joe

Loss. He broadcast on the BBC's Navy Mixture, appeared on wartime ENSA and Services records and has had four LPs issued in Australia. (None in the UK until now with the newly-formed Chick Henderson Appreciation Society issuing a cassette album).

Discography

He was a native of Hartlepool and I have just had a book published on his life, with a discography of his 280 recorded titles.

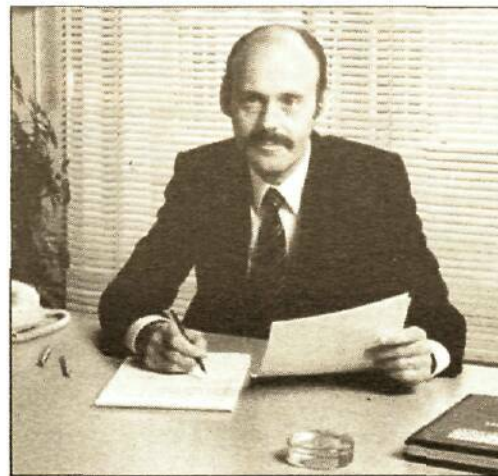
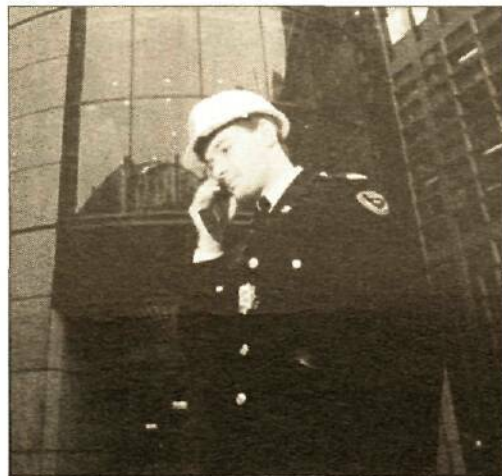
I will gladly supply details of the society, book or cassette if anyone cares to write to me with a stamped addressed envelope. — Frank Wappat, The Studio, Military Road, North Shields, Tyne and Wear, NE30 2DL.



● Chick Henderson

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JACK

BY TUGS



NN

Letters

NN

Charybdis' ocean odyssey

CONCERNING your "Ships of the Royal Navy" feature (February), the photograph of the anti-aircraft cruiser escorting RMS Queen Mary is not HMS Scylla, but her sister ship HMS Charybdis — and is actually looking down on my gun position at that time.

The Prime Minister and some of the Cabinet were indeed on board the Mary. We had just returned to the UK from a 10-day Bay of Biscay patrol. That, combined with near bomb misses on Malta convoys, had our lower messdecks swirling knee-deep in sea water.

Zig-zag

A signal was made to the Commodore of the Mary that we could not keep up to her speed. The reply was to maintain our maximum speed and that the Mary would do a zig-zag course.

I can still recall the ship's company's thoughts — the run ashore in New York will be worth it. Six hours steaming to go and Yank destroyers hove in sight ahead. A signal from the Mary said, 'Well done, return to base.' We returned to Plymouth. — D. Royle, Charybdis Association. (Survivor HMS Rajputana and HMS Charybdis.

● Thanks to Mr. J. Duckworth, secretary of the Charybdis Association, who also wrote about the cruiser's escort duties.

Bonus bar a riddle of the sands

IS THERE good reason why personnel on 848 and 845 Squadrons do not get Longer Service at Sea Bonus when they are deployed away from the UK?

Along with many others, I was drafted out of turn because of Operation Granby. If I were at sea I would be entitled to LSSB, where as here I am in a tent in the desert in arduous conditions, not entitled to LSSB while other squadrons in the Gulf crisis are.

Please confirm that LSSB is to compensate for the uncomfortable way people are expected to live at front-line level. — A Sandy Sailor (PO), Gulf.

● LSSB was introduced in 1988, not as compensation for living conditions, but as additional compensation for separation for those who spend the greater part of their service at sea. The PO is not serving in a front-line squadron currently recognised as a seagoing unit for LSSB purposes.

Regulations for the bonus were intended to cater for normal peacetime service but, we are told, if the correspondent wishes to pursue the question he should do so through his commanding officer.

It would be for commanding officers concerned to represent the matter if they consider there might be a case for exceptional treatment.

Extra stuffing for PAX accident plan

BEFORE leaving the Royal Navy in December I was insured with the Personal Accident Scheme offered to naval personnel and known as PAX.

Cover can be continued on leaving the Service under a renewed policy known as XPAX, which offers benefits that are double the original benefits for the same monthly premium.

What is more, the insured may be covered up to the age of 70. To qualify for the XPAX scheme requires an ex-serving member to have been insured with PAX for a minimum of six months.

I am not a representative or associate of any insurance organisation and my concern is

only that I feel that XPAX (and PAX) cannot be equalled as value for money and should be publicised a great deal more within ships and naval establishments.

If any serving member wishes to take up the XPAX policy, I suggest that he or she contacts their UPO or ring the PAX insurance office in London to further their enquiries before starting terminal leave. — W. A. G. Richardson, Civilian instructor officer, HMS Sultan.

China Club prices too high for ex-lower deckers

CONCERNING the levy which has been placed on ex-lower deckers wishing to become members of the China Fleet Country Club, I don't believe they should be treated the same as serving personnel.

But what I do propose is that a more realistic figure be offered to us so that we may

become useful and energetic members of an organisation which is linked to a club we used to regard as our second home.

If there are no second thoughts on the proposed fee, it may be interesting to see how many of the members wore a round hat in the Service — or if they ever wore one at all. — F. G. Preston, Glenholt, Plymouth. Royal Naval Shipwrights-Artificers Association.

Southwick to a tee

I TOTALLY agree with the comments made by Lieut.-Cdr. R. D. Coupe (March) about the Southwick Park and golf.

The original concept and the main reason why money was voted for the golf was that Jack, in Portsmouth for a weekend and unable to get home, had the opportunity to swing a club in what is one of the most picturesque golf courses in Hampshire.

This has never been the case. The "visiting" golfer has never had a chance.

This is not the first time this matter has been raised and I feel it's time SPNRC came clean and made a statement. — R. Thompson, CPO, HMS Sultan.

Simon says it for air stores

ENJOYED your piece about POSA Jason Quinney (February), but to set the record straight, we have also recently "acquired" POSA Simon Pettit, from RN air station Culdrose, who is working his magic on the RAF Supply computer ordering air stores for Sea King helicopters deployed as part of the British Support Helicopter Force.

I am happy to make both POSA Quinney and POSA Pettit honorary members of the Tactical Supply Wing (Gulf). Indeed Jason Quinney has done the course, so he is better than an honorary member! They join 274 airmen and women and four Army Air Corps personnel deployed here in N. Saudi Arabia.

Incidentally, I can't get away from the Navy, even in Saudi Arabia — my wife is a WRNS officer on FOP staff. — Robin Springett, Wing Cdr., RAF, Officer Commanding, Tactical Supply Wing (Gulf).

On watch in Zulu

WITH reference to the "Norfolk first" item (January) and the letters page (February), neither of them were first.

I qualified as a unit watchkeeper POME on May 26 1965 while serving in HMS Zulu and subsequently served in a unit watchkeeping capacity in HMS Glamorgan. And I have no doubt that there were others before me. — J. Dalziel, Bo'ness, West Lothian.

Charter called to account

I HAVE been following with interest the correspondence about membership of the Royal Naval Association.

As a Naval Control of Shipping Officer who is in regular contact with the RNXS, I feel I must come to their defence.

While I hear what Mr. Mair says about the Royal charter, I find it amazing that members of a service as loyal, efficient and professional as the RNXS should be excluded from membership.

Perhaps some thought should be given to seeking an amendment to the charter. — Lavinia R. Barley, Cdr. WRNR, Hove, Sussex.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Shanghai Yangtse Incident cemetery destroyed

FOR many months we have been inquiring about the state of the Hongqiao cemetery in Shanghai in which 23 British sailors who died as a result of the 1949 Yangtse Incident were laid to rest.

My wife's brother, Raymond (Archie) Gifford, a stoker/mechanic in HMS Consort, was one of the casualties and we intended to pay our respects to him and his fellow sailors on a visit to China later this year.

Sadly, however, rumours that the cemetery had been destroyed have now been confirmed in a letter from the British Consulate-General, and we thought other families and friends would wish to know.

It is now 15 months since we started asking questions about the

cemetery and we would like to thank Lieut.-Cdr. K. S. Hett, RN (ret.), of the Amethyst Association, for his assistance and in particular Mr. Leo Cooper, of Bisley, near Stroud, Glos. — M. J. Fairbairn, Stroud, Glos.

● The letter from the British Consulate-General in Shanghai to Lieut.-Cdr. Hett says the Shanghai Funeral and Cemetery Administration Department had told them that the cemetery, in the south-west outskirts of the city, had been destroyed at the time of the Cultural Revolution. The land on which it stood had been cleared and long since been built over.

"I am sorry to be the agent of this news which will no doubt come as a blow to members of the Association," the letter added.

NN Navy News

No. 441 37th year

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Helping Hands



Pedalling to Penzance

PEDAL power was the order of the day when PO Taff Richards, of HMS Milbrook, got on his bike to raise funds to buy a wheelchair for a Penzance teenager.

Representing ships from the Raleigh Seamanship Training Squadron, which also includes HM ships Manly and Mentor, PO Richards cycled from Devonport naval base to Penzance raising £480 to go towards the cost of an electric wheelchair for Fiona Gendall, who suffers from cerebral palsy.

On his arrival in Penzance he, and his team mates, were welcomed by Lieut.-Cdr. Peter Bateman, left, captain of the Milbrook and senior officer of the Raleigh Seamanship Training Squadron, mayor and mayoress Brian and Jill Spiegelhalter, Lions' chairman Ron Rowley and his wife Heather and Lieut. Robert Mann.

Picture: Cornwall and Isles of Scilly Press.

Sultan's bullseye

GOING without sleep so that others could dream was the aim of instructional staff of the Electrical Training Group at HMS Sultan.

During a non-stop darts marathon 10 players stepped up to the ockey for exactly 24 hours and scored a total of 685,420, with CPOMEA Taff Thomas the only player to score the magic 180.

The players also raised £1,120 for the Brighton-based charity, Dreams Come True, which helps underprivileged and terminally ill children achieve their dream of a life time.

KGFS cash boost

THE coffers of the King George's Fund for Sailors were augmented by the grand sum of £10,000 when Lady Livesay, wife of FOSNI, Vice-Admiral Sir Michael Livesay, presented a cheque to Mr Robert Salvesen, chairman of the Scottish Council of the fund.

The money was raised at the annual ball, held in George Watson's College, Edinburgh last year.

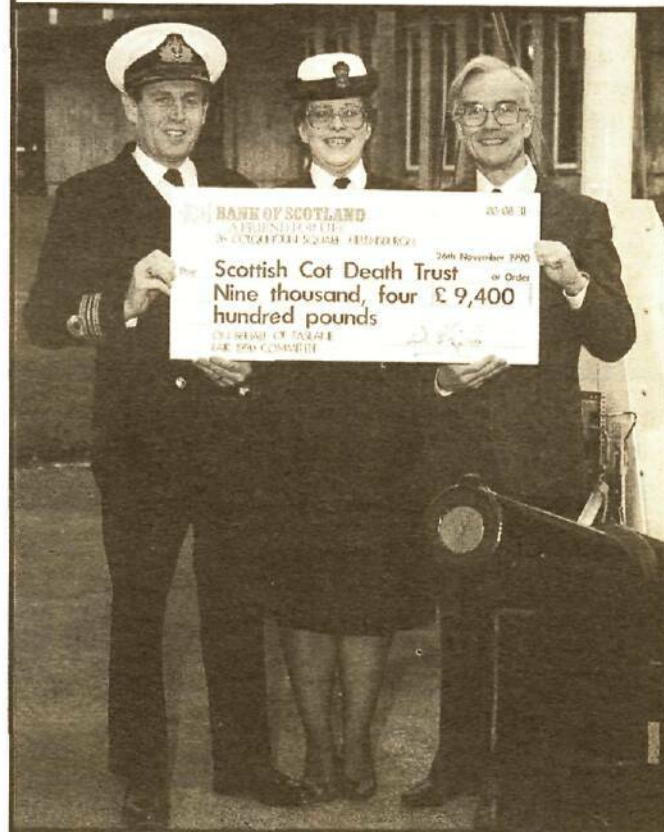
Major event

Presenting the cheque, Lady Livesay said: "We are thrilled to have reached our £10,000 target and this splendid result is entirely due to the hard work and dedication of the members of the Edinburgh Ball committee."

"We feel that the KGFS Ball is once again a major event in the Edinburgh calendar."

During 1990, £1,585,625 was allocated for the support of charities and funds which provide assistance for seafarers in need, of which £136,000 was given to 20 Scottish charities.

FASLANE'S FAIR DEAL



RESEARCH into the cause of cot deaths received a major boost when a donation of £9,400 was made to the Scottish Cot Death Trust, the major benefactor of the Clyde Submarine Base's principal fund-raising event in 1990, the Faslane Fair.

Dr. Angus Gibson, chairman of the trust, was invited to the base to receive the bumper cheque from Lieut.-Cdr. Mike Palmer, who has been involved in the organisation of the fair for the last four years, and POWREN Karen Wheatley, who also made a considerable contribution to last summer's event.

Plans for the 1991 Faslane Fair are well underway and it is hoped enough money will be raised to buy a respirator for the Royal Hospital for Sick Children, in Glasgow, which will help very small babies recovering from open heart surgery.

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Money 'reels' in

THERE was something very fishy about crewmen from HMS Dolphin, in Gosport, when they raised funds for a Fareham hospital.

Nine members of the base's Sea Anglers Club took part in a 24-hour fishing marathon and reeled in £636 towards a computerised hoist for St Christopher's Hospital.

Up in the air at Osprey

TOP of the "lots" during an auction for the Children in Need appeal on Radio 2 was the offer of a flight in a Lynx helicopter by 829 Sqn. from HMS Osprey.

The highest bid for the flight came from Mrs. Dena Goodison, of Burton-on-Trent, who offered over £500 to secure the trip for her 13-year-old son Daniel.

There was a surprise in store for Mrs. Goodison and her husband John when they brought Daniel down for the flight for they were delighted to hear they could all enjoy the flight in the Lynx.

After being briefed on safety equipment they took off with the commanding officer of 829 Sqn. Lieut.-Cdr. Brian Leyshon, and senior observer, Lieut.-Cdr.

John Smith, pictured far left.

Young Daniel was given a chance to take the controls, (under some careful supervision!).

To round off the exciting morning the Goodisons were taken to lunch in the wardroom by Cdr. Jeremy Hurlbatt.

Helping Hands

PLEASANT RUN FOR HMS DANAE

DURING their six-month deployment to the South Atlantic members of the CPOs' mess, HMS Danae, raised over £1,400 for the Children's Heart Unit at Alder Hay Hospital, Liverpool.

The money was raised by flight deck penguin racing and a sponsored run from Mount Pleasant airport to Mare harbour on what turned out to be one of the sunniest days of the year in the Falklands.



Sussex memory

THE Combined Senior Rates' mess of HMS Sussex, Sussex division RNR, raised £648 in memory of one of their mess members, POMEM Dennis Young.

The cheque was presented to Mr. Simon Wetney, of Cancer Research, by POMEM Young's widow, Val, and CPOMEA Dave Reynolds.



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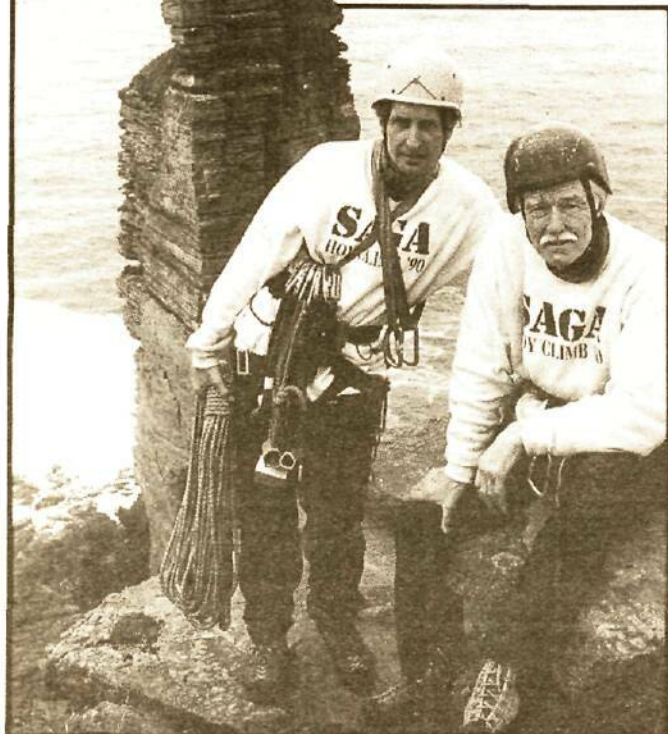
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People in the News



Old men of Hoy



FORMER Commando climbing instructor Mike Banks has climbed the Old Man of Hoy, one of Britain's greatest technical rock climbs, and at 67 he is the oldest climber ever to have done so.

A tottering rock spire of 450 ft in the Orkneys, the Old Man is about as high as St Paul's Cathedral and from below "totally intimidating".

Said Mike, "I've never lost my obsession with rock climbing. I reckoned that if I could get up the Old Man of Hoy, I would reassure myself that I was still clinging on. Physically and mentally."

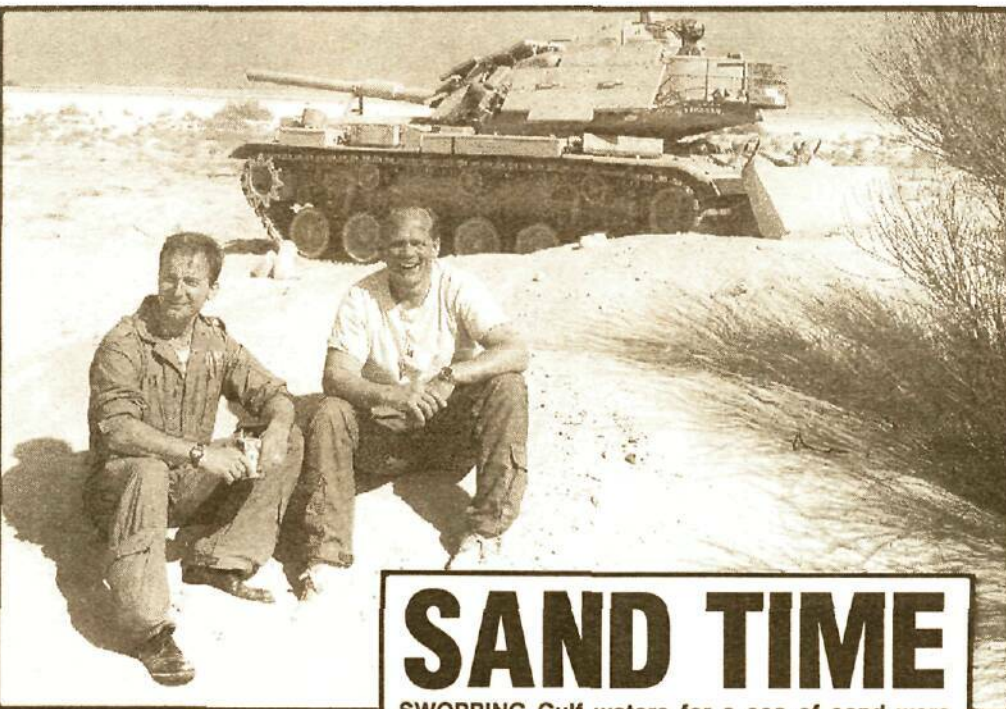
He said stepping on to the summit was a great moment, although the descent still to come was almost as hairy as the climb. He and co-climber Colin Beechy (pictured together (left) with Mike

on the right) abseiled off and all went well until halfway down and the big overhangs.

Once below these they were left dangling in space, some 20 ft out from the rock face and 200 ft above the sea and rocks. With adrenalin pumping, they had to swing themselves into the rock, grab a hand-hold and haul themselves on to a ledge.

Mike Banks is one of Britain's most experienced mountaineers. He is also an Arctic explorer and the only member of the Corps to have been awarded the rare Polar Medal. He retired from the Royal Marines as a major in 1968.

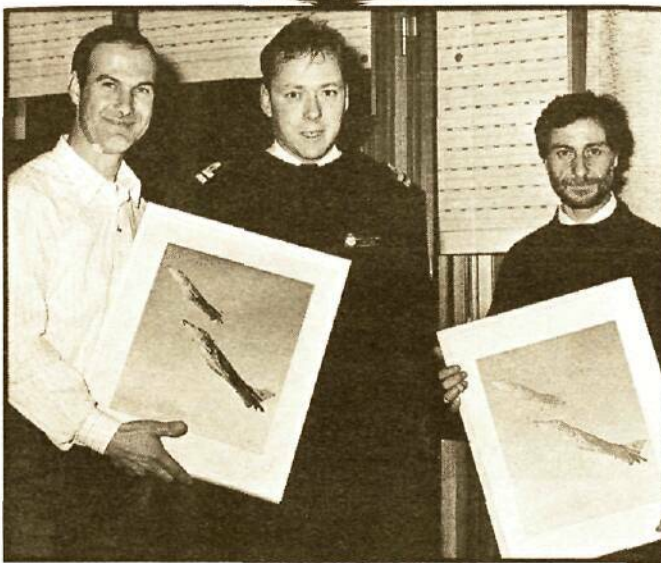
Last summer he led a "golden oldies" expedition to the Indian Himalayas and will be climbing there again this year.



SAND TIME

SWOPPING Gulf waters for a sea of sand were naval photographers CPO Roger Giles (left) and PO Tel Harding, who spent ten days in the desert filming and photographing the pilots and aircrew of 845 and 848 Naval Air Squadrons, currently operating in the northern deserts of Saudi Arabia. Roger and Tel have now shaken the sand from their boots and are back on board HMS Herald.

Pilot returns to thank his rescuers



INJURED and unconscious after ejecting from his crashing Sea Harrier, Lieut. Mike Auckland was unable to thank the two Italian fishermen who dragged him from the sea.

But six months after the event and fit enough to resume flying, Mike seized an opportunity to return to Sardinia and get to know his rescuers, Augusto Saiu and Renato Tiddia. He presented each with a photograph of 801 Squadron Sea Harriers.

Mike's aircraft developed control problems during an air combat training sortie at the NATO "dog fight" range off Decimomannu, Sardinia. Augusto and Renato watched as Mike ejected at low level and promptly sailed over to him, probably saving his life.

MAKING THEIR MARKS

CURRENTLY completing a weapons engineering course at RNEC Manadon, Sub-Lieut. Peter Hoe-Richardson has won a British Aerospace Design Prize in recognition of his excellence in engineering design.



His winning piece of work is a programmable array logic decoder, able to check microchips without previous knowledge of their particular characteristics.

This by-passes the expensive and time-consuming business of sending chips off to chip test manufacturers for inclusion in their "library" before a test can be done, and has been patented.

THE SERVICES are always well represented in the London Marathon — among this year's runners is POWren Alison Wall (HMS Osprey), whose efforts are in aid of Weymouth Hospital.



Alison, currently Staff Officer of 772 NAS, is soon to move to RN air station Yeovilton as Staff Officer of 707 NAS. She is being sponsored in the marathon (on April 21) by Bougourds Garage, Weymouth, where her husband Garry is a mechanic.

A regular triathlete, Alison is facing a marathon for the first time. Good luck to her and all RN entrants!

COMMUNICATIONS Yeoman Gary Phillips of Tyne Division RNR, currently on attachment to the RN Signals School at HMS Mercury, has won the David Skinner Memorial Prize.



The prize was instituted in memory of the late communications yeoman of HMS Fittleton and is awarded annually to the top qualifier in each of the RNR CY and Radio Supervisor qualifying courses.

ADMIRAL Sir Nicholas Hunt, former CINCFLEET, is to become director general of the General Council of British Shipping.

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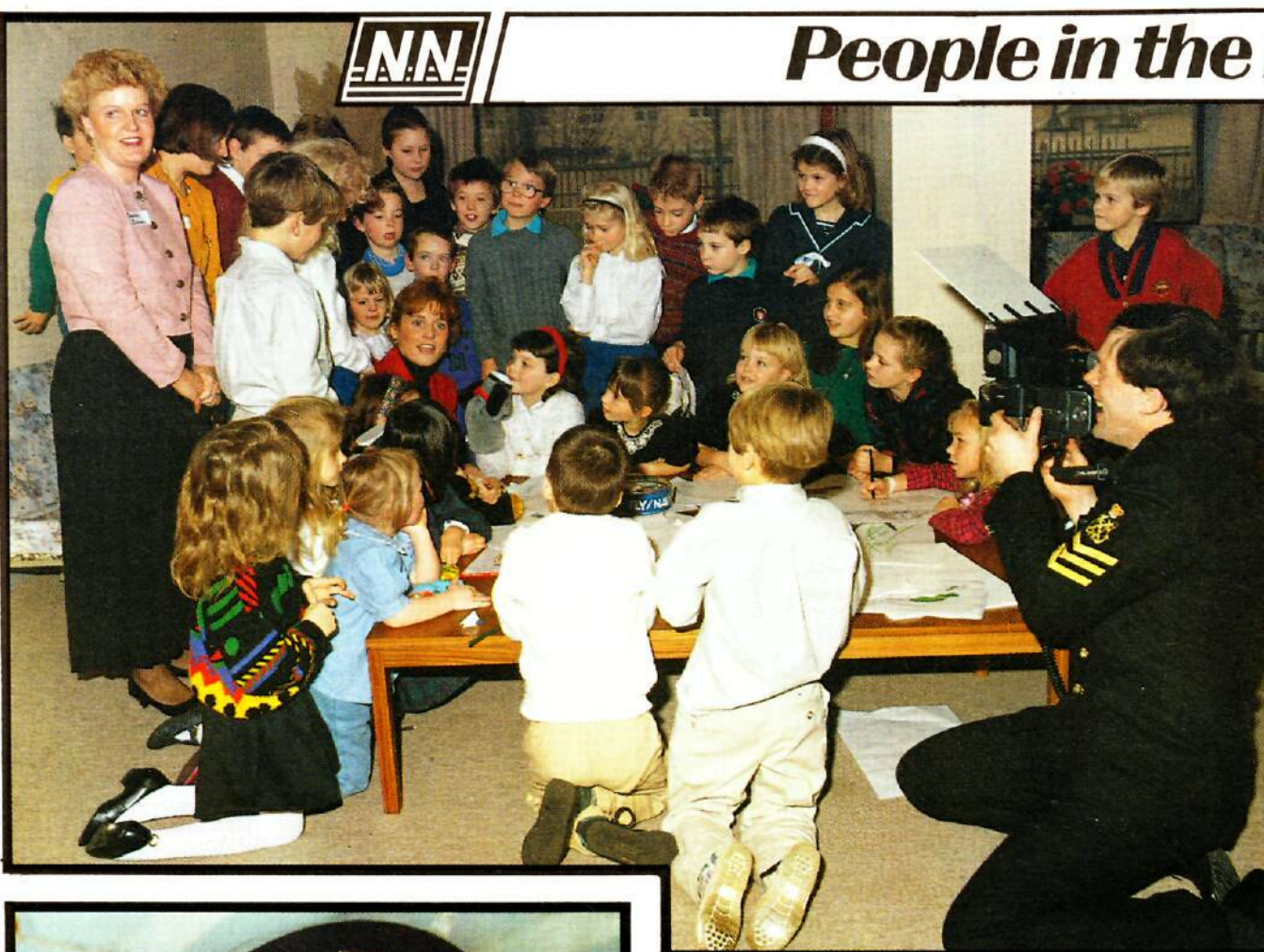
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People in the News

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Keepsake for namesake

SNAP!

IN ROYAL Navy-speak a Ferguson just has to be a Fergie — so what could be more appropriate than having PO(Phot) Alan Ferguson record a visit by the Duchess of York (once a Fergie, herself).

The Fergies are pictured face-to-face at HMS Osprey among a sea of other faces at the elder children's creche, run by RN playgroup leaders Pauline Duncan and Sylvette Cook.

Alan was a Queen's Colour Guard for the Duchess' wedding in 1986 and his own daughter, Lucy, was born on March 23, 1990, the same day as the Duchess' younger daughter, Princess Eugenie. You might say "SNAP"!

Picture: POWREN(Phot) Fiona McKenzie

OU clever people

EACH year many representatives of the Royal Navy — serving or former — succeed in gaining a Bachelor of Arts degree from the Open University. Among this year's batch, Navy News has been informed of the following:

Artificer Brad Bradley (HMS Dolphin), some of whose studies were carried out underwater; CPO Nicholas Brooks, Mr. Tony Cox, a chartered physiotherapist who commenced his courses in Norway with the Royal Marines; and Ray Davies, much of whose work was carried out while serving in submarines.

Also on the list are Capt. Michael Farey RN (retd.); marine engineer Ron Goodwin, who took exams at sea, CCPO David Lutwyche, who records help received from the Royal Navy, and CPO John Notley.

Former WO Michael Phelps, who left the Navy in November, studied for his degree between air attacks in San Carlos during the Falklands Conflict. CPO Peter Thorley also studied during that war and pursued his studies while at sea in a nuclear submarine.

Congratulations, too, to WO Eddie Thornton and WO Barry Wilkinson.

SMILES LOOKS TO A MUSE

CHARLES Miles chalks up 25 years as Navy News' cartoonist this month — still managing to find humour even in the DCIs.

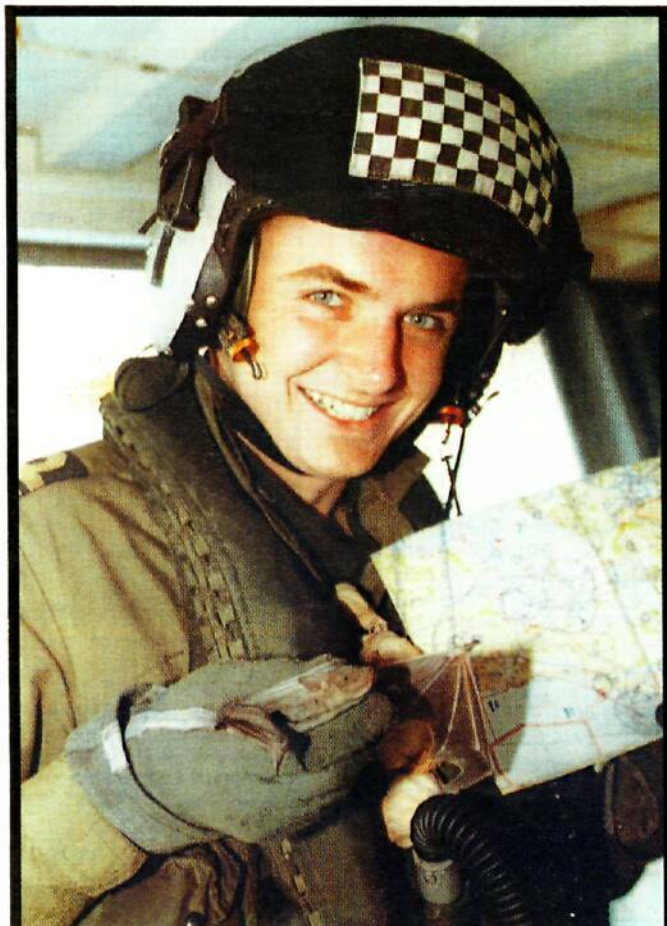
"It takes some doing, sometimes — whoever writes those things doesn't see the funny side, that's for sure," says 'Smiles', a former Lieut.-Commander who retired in 1988 after 24 years as establishment development officer at HMS Dryad.

Since April, 1966, when he provided his first illustration for Drafty's Corner, he has produced nearly 2,000 cartoon to lighten the dark corners of official communications by poking gentle — and sometimes not so gentle — fun at naval characters and institutions.

Last year the British Association of Industrial Editors introduced a new, annual award for cartoons — and Charles at once picked up a Certificate of Merit. Keep smiling, Smiles ...



"So why the 'God give me strength' routine when I give him these?"



Mother Proctor

LNx JENNY Adams (nee Wren) of the Royal Naval Auxiliary Service has been awarded the Lord Lieutenant of Morayshire's Certificate for Meritorious Service.



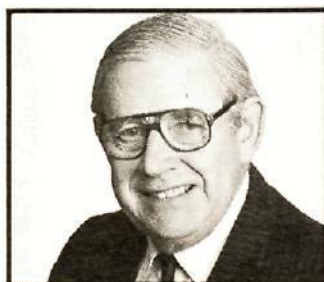
Mrs. Adams served in the WRNS for four years (the original Wren Wren) and in 1966 joined the RNXS, being a founder member of the Elgin Unit. Her sea-time duties in a variety of RNXS vessels have included both cooking and communications, but it is as cook she has really made her name.

Her victualling skills on board XSV Loyal Proctor have lead to her being dubbed Mother Proctor.

Bat man

LIEUT. Paul Simmonds-Short of 801 Naval Air Squadron, currently embarked in HMS Ark Royal for exercises in the eastern Mediterranean, holds a bat found on the carrier's quarterdeck. Very appropriate really — 801's Harriers often use the callsign Vampire in operations!

Picture: PO(Phot) Chris North



REAR Admiral Michael Vallis (above), who retired from the Royal Navy in 1986, has just begun a two-year presidency of the Institute of Marine Engineers.

Cook keeps his cool

LCK Pete Garratty of HMS Avenger has been presented with the Commander-in-Chief's Commendation for saving the life of a shipmate while diving off the Falklands. Rear-Admiral Middleton, Chief Staff Officer (Eng) to CINC-FLEET made the presentation.



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● Left — HMS Marlborough, second of the Duke Class Type 23 frigates, is formally accepted at Portsmouth.

SEVEN OF THE WAVES



● Right — two arrivals at Portsmouth, HMS Marlborough, second of the Type 23 frigates whose super quiet features have nicknamed them "stealth warships" and (inset) the Sandown Class minehunter HMS Inverness.



● Below: a floating supermarket — the Auxiliary Oiler Replenishment RFA Fort George launched by Lady Slater, wife of the Commander-in-Chief Fleet.



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NN/4/91

WONDERS



● Jane King decided HMS Iron Duke needed an extra shove to send her down the slipway after she launched the Type 23 frigate at Glasgow. Her husband, Defence Secretary Tom King, was there to cheer her on.

While the spotlight has been on the Gulf ships, seven major units have stepped onto the scene almost unnoticed . . .

On the same day Mrs Anne Hamilton launched HMS Triumph, the last of the Trafalgar class Fleet submarines, at Barrow-in-Furness, her husband, Armed Forces Minister Archie Hamilton laid the keel of the third Trident submarine, HMS Vigilant.

It was, he said, "an enormous hunk of boat" — and he pledged that the fourth in the Vanguard class would be ordered while the present Government continued.

During the ceremony in VSEL's giant Devonshire Dock Hall he was able to inspect long-lead items prepared for the fourth vessel and commented: "We still live in a very uncertain world where our independent nuclear deterrent will remain very important in the security of these islands."

Entering the water for the first time last month at Vickers' subsidiary Cammell Laird yard at Birkenhead was the third of the Upholder class conventional submarines, HMS Ursula.

Launched by Lady Coward, wife of Flag Officer Submarines Vice-Admiral Sir John Coward, Ursula takes her name from a highly successful submarine launched at Barrow in 1938 which saw action throughout World War II, serving on loan to the Russian Navy from 1944 until 1949 before returning home to be scrapped.

The new boat's sister HMS Unseen is currently on contractor's sea trials while HMS Upholder, the first of the series, has joined the 1st Submarine Squadron at Gosport.

Backbone

HMS Iron Duke, fifth of the Type 23 Duke Class frigates that will eventually form the backbone of the Royal Navy's frigate force, was launched at Yarrow Shipbuilders' Scotstoun, Glasgow yard by the wife of Defence Secretary Tom King.

The third vessel in the class, HMS Argyll, will complete at Scotstoun this month and the fourth, HMS Lancaster, begins her sea trials in June.

The launch of the Iron Duke comes almost exactly 75 years after her predecessor, a 25,000 ton battleship, carried out her most famous role — as Jellicoe's flagship at the Battle of Jutland.

Contact has been made with one member of her complement and the new "Iron Dukes" are anxious to trace any others. Any information on this and the first HMS Iron Duke — a battleship of 1871 — to WOMEA(L) John Balchin C/O Yarrow Shipbuilders Ltd, Scotstoun, Glasgow.

Meanwhile the second "Duke", HMS Marlborough, has been formally accepted at Portsmouth. She is the first of four to be ordered from the Tyneside yard of Swan Hunter.

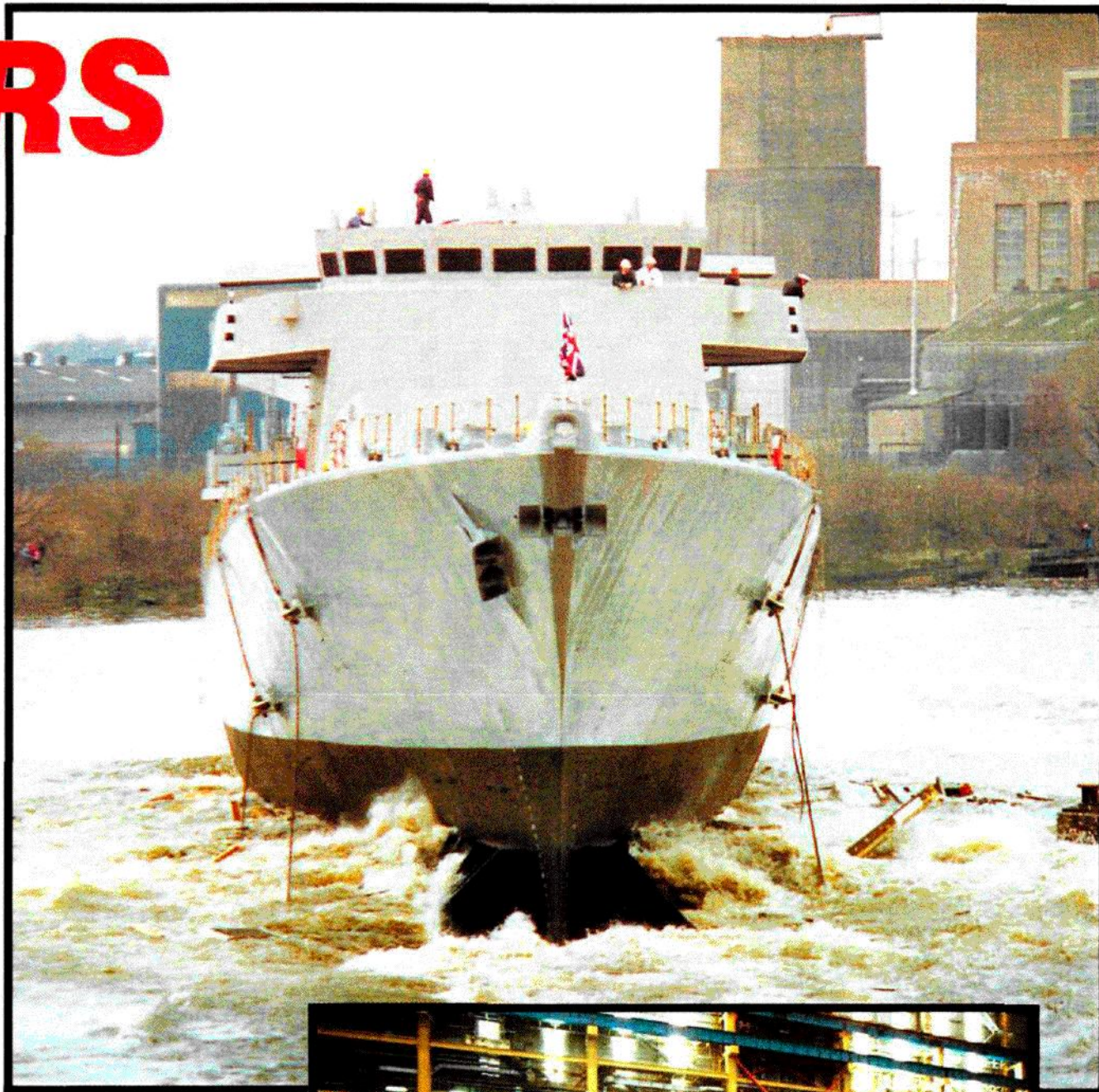
Smallest of the new arrivals — though foot for foot the most expensive — was HMS Inverness, second of the Sandown Class single-role minehunters, accepted from builders Vosper Thornycroft five months ahead of schedule.

Her construction — though built in modules secured with fibre-glass taping in a manner reminiscent of DIY sailing dinghy kits! — is as sound as any conventionally built ship.

It will need to be — the Inverness will soon be the first of the new glass-reinforced plastic ships to undergo shock testing as part of her ongoing trials programme.

Last — but certainly not least — of the additions to the Fleet is the 32,300 ton RFA Fort George — an Auxiliary Oiler Replenishment more colourfully described as a "floating supermarket".

The second of the new generation of "one stop" vessels — the first is the Fort Victoria — designed to restock naval vessels with all their needs, including fuel, food and ammunition, she was launched by the wife of the new Commander-in-Chief Fleet, Admiral Sir Jock Slater, at Swan Hunter's Wallsend yard.



● Right — first hunk of an enormous boat, the keel section of SSBN07 HMS Vigilant laid by Armed Forces Minister Archie Hamilton.

● Below — HMS Ursula, third of the Upholder class conventional submarines, shows her nuclear-style lines as she enters the water at Birkenhead.



THE FRENCH CONNECTION



A "JOINT Statement of Need" over a new class of anti-air warfare frigates was signed in London in March by the Chiefs of Naval Staff of Britain and France.

These ships are required by the Royal Navy to replace the Type 42 AAW destroyers in the early years of the next century and to deploy a new air defence missile system. Meanwhile, France needs a new generation of AAW frigates to support their nuclear-powered aircraft carriers in the same timescale.

It has been concluded that there is a real possibility of co-operation on this programme and the statement signed, describing the broad characteristics of the ship required, will be used to guide national technical staffs.

It would be the first major naval co-operative project between the UK and France, marking a major milestone in Anglo-French naval relations.

● In the picture the First Sea Lord (Admiral Sir Julian Oswald) signs the statement for Britain and the French Chief of Naval Staff, Admiral Alain Coatanea, for France.

Picture: PO(Phot) Stuart Antrobus.

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A good run ashore

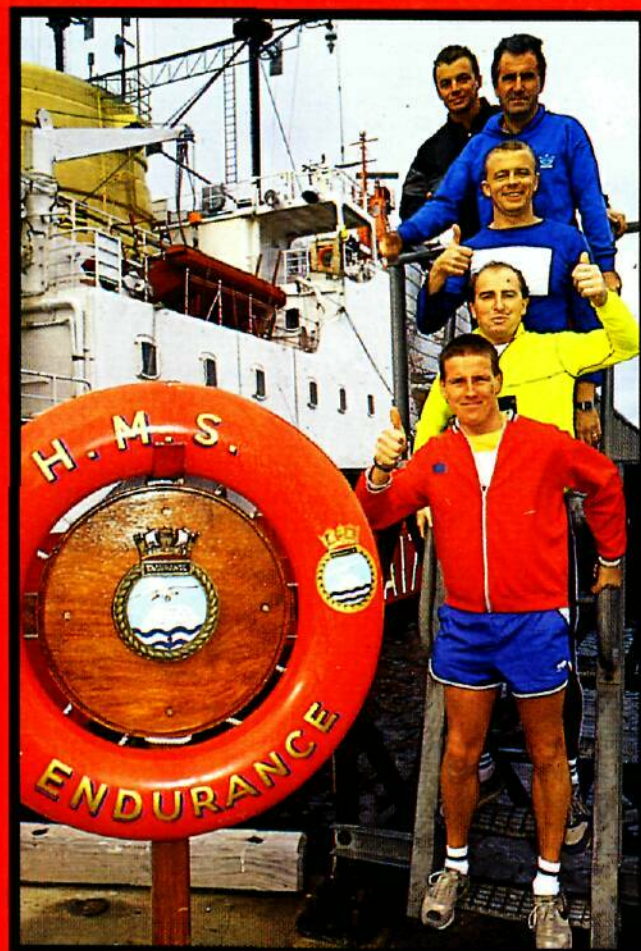
When the Ice Patrol Ship HMS Endurance sailed from Mare Harbour in the Falklands she was in competition with five members of the Senior Rates Mess in a "Beat the Ship" charity race to Port Stanley.

Overland, the distance is 43 miles and it took the relay team 4 hours and 50 minutes to cover the course; the ship, coming around the long way, arrived 25 minutes later.

Children's benefit

So £350 was collected for the children's department ("The Peanut Ward") of the Queen Victoria Hospital, East Grinstead, bringing the total raised altogether to £1170.

A further £280 was contributed later whilst Endurance was alongside, at a disco and barbecue organised by the ship's company for the residents of Port Stanley.



● Together again — Endurance and her runners at the finish, Port Stanley, from top to bottom, POAEM(WL) Steve Richardson, CPOMEA(L) Dave Flemming, CPOAEA(M) Pete Matthews, and POAEM(M) "Gopping" Galloway.

Photo by LA(Phot) Dizzy De Silva

Recipe for safer eating

PROVISIONS of the Food Safety Act of 1990, aimed at creating increased public confidence in food, is mainly directed at industry, the retail sector and the hotel and catering trades — but food premises operated within MOD are not exempt.

A working party has now been formed to deal with the Act's implications for MOD and to oversee their implementation.

These implications are in areas of food management, environmental health, works, catering, transportation, storage and training.

All food premises will have to be registered with the local authority, including kitchens, canteens, clubs, messes and food storage facilities. Such premises will have to meet acceptable hygiene and build standards. Vehicles used to transport food are also to be registered.

Food premises and vehicles used to transport food will be subject to inspection by environmental health officers.

MOD personnel, both Service and civilian, who are involved in the preparation or handling of food will have to receive minimum levels of training, and records of this will have to be maintained. Personnel involved in "non-

public funded" food and drink activities will also have to meet the training needs.

New regulations lay down maximum and minimum temperatures at which certain foodstuffs must be kept. Suitability of MOD refrigeration and hotplate equipment will have to be reviewed.

High standards

New procedures for food labelling and the quality assurance of food will have to be considered.

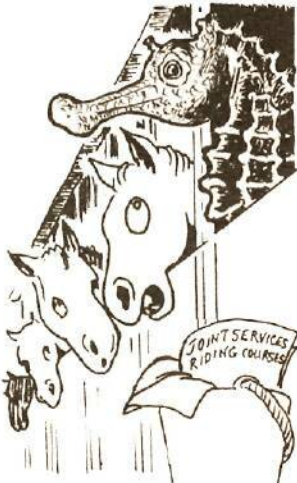
In many respects MOD is already operating to standards at least as high as those which are called for in the Act, says the announcement. It is recognised that in some areas, notably training, delivery vehicles and standards of premises, work

and expenditure will be required.

Areas of MOD business which need to be reviewed have already been identified. The working party will provide as much information as possible concerning the Act in the coming months.

DCI(Gen) 18/91

Horses for courses



"He's a Navy nag!"

DETAILS are given of riding courses being held between April 1991 and March 1992 at UK mounted units which may be attended by students of all ranks from all three Services.

Information is also given on courses run by a number of saddle clubs.

DCI(JS) 14/91

Managing ahead

A WIDE range of courses and topics are involved in the 1991-92 programme of the RN Divisional and Management School, Portsmouth. Each year more than 2,000 officers and senior rates pass through the school.

Says the announcement detailing the courses, "A positive shift in emphasis towards management competence and the introduction of better instructional techniques by a mature, experienced and totally committed staff provides the sort of



"And what do we keep in this one...?"

Get Wise on DCIs

environment in which officers and senior rates at all levels can reflect on and improve their effectiveness as man-managers and leaders."

DCI(RN) 21/91

Outstanding result

THE list of last year's prize-winners on the various courses at the Royal Naval Staff College includes Lieut-Cdr. M. U. Sloan as the outstanding UK or Commonwealth student on the 1990 Staff Course.

DCI(RN) 23/91

Tournament dates

THIS year's Royal Tournament will be held in the Earls Court Exhibition Centre, Earls Court, London, from July 10-27.

There will be two performances daily, except there are no performances on Sundays and no matinee performances on Mondays.

Tickets for reserved seats can be obtained from the Royal Tournament Box Office, Earls Court Exhibition Centre, Warwick Road, London, SW5 9TA (Tel. 071-373-8141).

DCI(JS) 17/91

Centurion visits

ARRANGEMENTS for acquaint and briefing visits to HMS Centurion for the coming year are outlined. Unscheduled group visits are discouraged to avoid programme overcrowding.

DCI(RN) 22/91

Offshore regatta

THE 16th Services offshore regatta takes place between July 3-7, providing the opportunity for inter-service competition in offshore yachts, racing individually and with representative teams from each Service.

There will be two races — the Princess Elizabeth Challenge Cup, to be sailed in the Solent starting on the morning of July 3, and the main race, from the Solent to St. Peter Port, Guernsey, starting on the morning of July 4.

The main race will consist of

the full course, sailed in three divisions, and the short course for the cruiser division. There will be no return race.

The announcement gives full details on eligibility, team racing, individual entries, and entry procedure.

DCI(JS) 19/91

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

Schools of thought on education

THE Service Children's Education Authority Schools Advisory Service performs several functions to help Service families make correct and well-founded decisions about their children's education to overcome the effects of moves which occur during Service careers.

These functions include:

● UK boarding school advice: A comprehensive advisory service to parents on UK boarding education, both in the independent and maintained sectors, including Sixth Form Colleges and Colleges of Further Education.

● Advice on Service Children's Schools overseas: an up-to-date information and advice service on all aspects of SCEA schools.

● Advice on Extra-Command areas: maintaining records about and advising on standards of schools in overseas areas where there are no Service Children's Schools.

The SCEA Advisory Service is an integral part of the education and welfare package offered to Service personnel and their families.

It provides a comprehensive advice service and expertise in areas not catered for by any other body, says the announcement. As such it should be used by Servicemen and their civilian colleagues working for MOD in making vital decisions about the education of their children.

DCI(JS) 16/91

Engineers' career change

RN ENGINEER officers and artificers are encouraged to register with the Engineering Council and to obtain membership of an engineering institution at one of three levels.

In this way they have the opportunity to acquire civilian qualifications by registering in the following sections: Chartered Engineer — General List and Supplementary List Engineer officers; Incorporated Engineer — Special Duties List Engineer officers; Engineering Technician — artificers.

The authority involved is the Board for Engineers' Registration, which works closely with the 47 British engineering institutions.

People concerned should seek Stage I registration as soon

as the appropriate qualifications are obtained since minimum academic standards will be raised by gradual introduction by 1992.

DCI(RN) 38/91

PAVING THE WAY FOR COMBINED ROSTERS

THE decision to send WRNS personnel to sea has led to a review of advancement prospects for all RN and WRNS ratings with the ultimate aim of achieving combined RN/WRNS rosters.

Work is in progress to amalgamate those WRNS branches which have no RN equivalent with existing RN branches with a view to providing wider employment, including sea service. The eventual aim is that every branch will be open to both RN and WRNS personnel and will have a liability for sea service.

The speed at which combined rosters can be achieved will depend on the rate of surface ship

conversions to mixed manning and the number of billets at sea. So there is a need to introduce interim advancement rosters to cover the intervening period.

As mentioned in the Navy News February edition Drafty's Corner, under transitional arrangements three advancement rosters have been established to maintain equitable advancement prospects — RN; WRNS sea; and WRNS shore.

The announcement now provides full details of the arrangements, including a flow chart of WRNS sea service advancement regulations.

DCI(RN) 33/91

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SUCCESS FOR HMS PEACOCK IN FIGHT AGAINST DESPERATE SMUGGLERS



● Cpl Matt North (right) with fellow crewman, LRO Kevin Keeton, in the cockpit of a captured speedboat.

Matt dives from danger

QUICK thinking and an aircrew life-jacket saved Royal Marine Cpl. Matt North from serious injury or even death on an anti-smuggling operation in Hong Kong waters.

Matt was knocked into the water when his Sea Rider craft was clipped by a motorised sampan during a night time chase. The sampan immediately turned round and tried to run him over, but Matt was able to crash dive deep enough for the propellers to pass harmlessly over his head.

He said afterwards that the fact he was wearing an aircrew issue life-jacket, which remains uninflated until a cord is pulled, probably saved his life — with a Navy-style permanently buoyant jacket he would not have been able to dive out of harm's way.

A fast pursuit craft from HMS Peacock, the mother ship, caught the sampan after a two hour chase and the coxswain was later charged by the police.

The haul of illicit cargo included 130 TV sets, six vehicles, some HK\$300,000 in cash (about £20,730) and 40 illegal immigrants.

Gangland killer

The incident occurred in a very hectic 12 day period during which HMS Peacock, as the duty patrol vessel, caught 20 sampans, four speedboats, and a junk carrying three stolen cars.

The Royal Hong Kong Police were particularly pleased when one of the speedboats yielded a man suspected of a gangland killing just a few hours before he was being hurried, as he thought, back to China.

Smuggling in high powered speedboats has been a growth industry in recent months. The

high profits at stake and the ruthless tactics of the smugglers, which have more than once resulted in death and injury from the ramming of police boats, have provided the Hong Kong authorities with a serious problem of law enforcement, so a new police/naval task force has been formed to combat the menace.

New tactics

But Peacock, under its acting Commanding Officer, Lieut. Neil Hinch, also evolved new tactics and took special care to monitor the movements of suspect vessels, and, on occasions in dense fog, Peacock had to use her radar to guide the fast pursuit craft to their quarry.

The results won high praise from Senior Superintendent Ian Seaborne, the Hong Kong police senior staff officer for the Anti-Smuggling Task Force. The day after Peacock's boat crews had captured a brand new speedboat carrying a stolen car bound for China he commented: "They're doing a superb job."

But chasing high powered speedboats in the dead of night is testing work. As Cpl Matt North, who has done a fair bit of it, explained: "It gives you grey hairs. At well over 50 knots in pitch blackness you need very quick reactions. And you can get a bit apprehensive sometimes, especially when they start throwing things like lumps of wood, spanners, bolts and even people."

NUCLEAR TEST MEMORIAL

A PLAQUE was unveiled at Portsmouth Cathedral by Lord Mayor Cllr. Syd Rapson in memory of those who took part in Britain's Pacific nuclear tests in the 1950s and have since died.

Family members attended the ceremony, which was arranged by the British Nuclear Test Veterans Association, and wreaths were laid.

The Provost of Portsmouth said the plaque would be placed in the cathedral memorial gardens.

SNOW JOKE

SHORTLY before completing a tour of duty in the Falklands, officers from HMS Cumberland used some unique transport to attend their last daily briefing at HQ British Forces.

They hijacked an 85-ton excavator from the Royal Engineers and turned up in their anti-flash gear purporting to be snowmen — even though the temperature at the time was in the high seventies.

MORE SCOPE FOR AID FUND

THE PLYMOUTH Royal Naval Aid Fund is to add officers and their dependants to the list of potential beneficiaries, which now includes all serving members (and their dependants) of the RN, RM, WRNS, and QARNNS serving in Plymouth Naval Command and Western Family Services area, and in Plymouth-based ships.

The opening entries in the cash book for the Benevolent Fund for the RN Barracks, Plymouth, show that a large chunk of the initial capital came from the Depot Bone and Fat Fund and the General Mess surplus, perhaps making it one of the earliest examples of a slush fund!

'Distress or difficulty'

That was in 1917 when the Fund was first established with the object of — "... rendering of temporary assistance (irrespective of creed) in time of sickness, distress or difficulty, by the gift of money, food, clothing, medicines or other necessities to Seaman and Marines serving in the RN Depot, all ratings (except Marines) serving in HM Ships manned from Devonport ... and wives and legally dependent relatives of the foregoing ..."

The Fund may not be as big as the more well-known Naval charities and does not generally make large grants or loans, but it is capable of very rapid responses with its simple organisation and sympathetic staff.

Direct access is possible, but it is better to go through the NPFS organisation with whom the Fund works in very close harmony.

Sea Kings for Saudi

TWO more Sea King HC4 helicopters have been air-lifted from RNAS Yeovilton to Saudi Arabia as in-theatre reserves for naval squadrons operating in the Gulf.

Accompanying them in the gigantic C5 Galaxy transport aircraft of the US Air Force were 26 naval maintainers, including two Wrens, who will be preparing the helicopters for action on arrival.

This deployment brings to 520 the total of RNAS Yeovilton personnel serving in the Gulf with the Commando Helicopter Operational Support Cell, 845, 846 and 848 Naval Air Sqns.

● Photo right — In the early morning darkness, a Sea King, already fitted with sand filters on the intakes, is loaded into the cavernous hold of the Galaxy for the flight to the Gulf.

Photo by LA(Phot) Neil Mercer



Foudroyant re-named

THE 174-year-old training ship Foudroyant, a well-known sight in Portsmouth harbour for over 50 years, is to revert to her original name of HMS Trincomalee before completing her current 5-year refit to become the centrepiece of a permanent maritime exhibition at Hartlepool Docks.

A spokesman for the Foudroyant Trust, which is overseeing the restoration of the vessel at Hartlepool stated — "She will be a sort of HMS Victory of the North East."

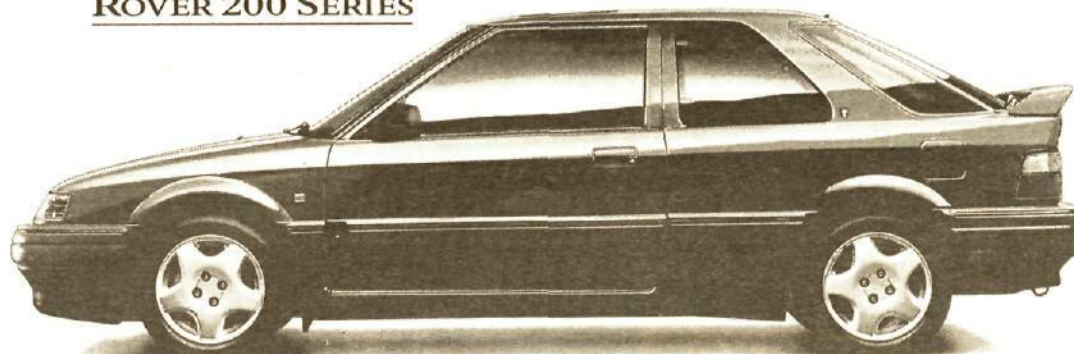
Foudroyant, believed to be the second oldest ship still afloat, (USS Constitution, built in 1797 and now in Boston harbour claims the title as the oldest) was built as a frigate in Bombay in 1817 and was re-named when bought privately in the 1890s.

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"Looks as if they brought the desert sand back with them!"

NEWSVIEW

Winning blend of youth and experience

SEVENTY-five years ago T.E. Lawrence dreamed of a united Arabia. If Saddam Hussein had the same vision he had subjugation, rather than freedom, in mind. Now the aftermath of his own defeated ambition offers hope for a new direction in the politics of this deeply troubled region.

Meanwhile, the Royal Navy takes its share in the job of clearing up the mess he left behind — and while there are no plans for the permanent stationing of British ground forces in the area a naval presence will remain, with the RN doubtless continuing its work of the past decade in guarding the interests of British-flagged merchant shipping in the Gulf.

In peacetime that role has sometimes been forgotten by the public at large. But it was the existence of the Armilla patrol that helped make possible the swift imposition of the United Nations embargo and ensure the protection of friendly traffic.

Expertise

So too it was the Royal Navy's recognised expertise in mine countermeasures which paved the way for the naval bombardment that helped liberate Kuwait — and now has a vital role in making its harbours safe again for the resumption of trade.

"Youth could win, but had not learned to keep," Lawrence wrote in the bitterness of his frustrated hopes for the Arab cause. Youth has secured for itself a large share of success in the present war — it was a quick-thinking 17-year-old in HMS Gloucester who sounded the alarm during a missile attack on the US battleship Missouri, as a member of a British task group crewed largely by young people in their teens and early twenties.

This, of course, is not to detract from the vital roles and backbone expertise of the senior rates and the officers, many of them with experience and sharp memory of the Falklands conflict.

Now it is to be hoped that the efforts of world statesmen will be able to secure a lasting peace. In the meantime, the Navy has to be less concerned with dreams than with practicalities. And its youngsters, even at sea during long weeks and months of uncertainty and growing tension — not to mention monotony — have proved themselves worthy of their seniors and their Service, with both feet planted firmly in reality.

ADVICE NEEDED ON 'TOP UP' SCHEMES

FEW appreciate the value of the Armed Forces Pension Scheme — or even understand how it operates.

That is the view of the White Ensign Association, who say they know that people have taken out a Pension Plan or a Free Standing Additional Voluntary Contribution to enhance their naval pension when they are not entitled to do so.

It probably happens, they believe, because many pension providers do not realise that the AFPS, although non-contributory, is not like the usual Employer's Pension Scheme.

Very few servicemen are eligible to make AVCs to enhance their own pension.

Only those who are eligible to buy added years, or who receive pay above their Representative

pay rate (for example Artificers) or receive Additional Pay (for example Aircrew), may make an AVC to enhance their own pension. And only those who are not in the AFPS may take out a Personal Pension Plan.

The White Ensign Association, which is in a position to offer impartial advice, says that people who leave the Service with a Preserved Pension should think care-

fully before either exchanging its value for a Personal Pension Plan or buying into another Employer's Scheme.

These ideas might seem attractive but a full understanding of what is involved is essential.

Naval personnel seeking information on their pensions and entitlement should contact HMS Centurion, extension 2212.

For impartial advice concerning this pension in relation to AVCs and transfer options contact can be made with the White Ensign Association by MOD line to Empress State Building, Ext. 8852, or on 071-407-8658.

Meanwhile, AFPS 1 and 2, the Armed Forces Pension Scheme booklets are being updated and made available through Unit Personnel Offices.

Take care of your pension

No trouble

HMS CATTISTOCK, the first ship to enter Kuwait Harbour after the liberation, (see story, page 19) has been awarded the Rolls-Royce Generator Trophy for the longest trouble-free running hours in the Flotilla.

CCMEA(M) Pete Doggett, pictured below, received the Trophy from Cdr. Jon Scoles, Commander British Minehunting Task Unit in the Gulf.



Sweeping success

● From page one

It was the only missile attack on Allied warships since two Exocet-carrying Mirage jets were shot down a month earlier — but the Silkorm's 1,100 lb warhead could have caused "considerable, if not fatal damage" to the 48-year-old Missouri, according to Cdr. John Tighe, naval spokesman at Lieut. General Sir Peter de la Billiere's HQ in Riyadh.

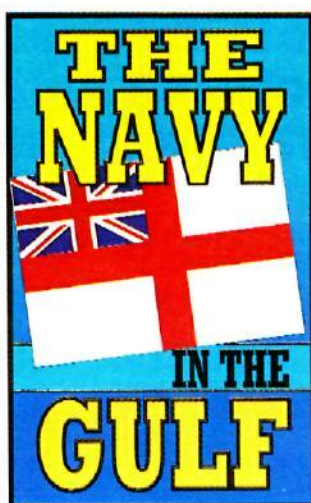
Royal Navy and US Navy ships were the sole units to operate in the northern Gulf, where the threat of missile attacks — including chemical weapons — was strongest. HMS Gloucester, due to arrive home in Portsmouth at the end of last month, spent 47 days continuously in the front line.

She and her sister Type 42s HMS Manchester, Cardiff and Exeter provided 40 per cent of the upfront air defence for the US carriers and battleships, enabling air, cruise missile and naval gunfire support operations to carry on without hindrance.

While Lynx helicopters armed with Sea Skua missiles helped annihilate Iraqi surface forces, Sea Kings of 845 and 848 Squadrons were keeping 1(BR) Armoured Division supplied and evacuating casualties.

On average during the campaign 4,600 RN/RFA personnel were employed in theatre including 303 Royal Marines who provided boarding parties, RFA air defence teams, stretcher bearers and so on, and WRNS and QARNNS both ashore and afloat.

But it was the longstanding presence of the Armilla ships that had enabled the United Nations embargo to be set in



force and safeguard the passage of friendly merchant shipping. The Royal Navy made nearly half the 7,511 challenges logged by Allied naval forces and carried out 36 boardings — a process which has continued since August 2 last year.

And while the task of the rest of the UK Armed Services in the Gulf may soon come to an end — the Government has ruled out using British troops as part of a peacekeeping force — the Navy's work with the Armilla patrol force, which has now gone on for ten years, will continue for the foreseeable future.

No British warship sustained any damage from mines — though there were one or two near misses — but two American warships were struck. The RFA Argus — equipped as a hospital ship and offering the best casualty care facilities afloat in the Gulf — took care of the wounded from the as-



Divers felt the seabed tremble

sault ship USS Tripoli while RFA Diligence helped with repairs.

Helicopter-mounted cameras have been used in the search for mines and over 200 have been discovered so far — but the Iraqis say they laid five times as many more.

In addition to the oil pollution, the sea is clouded with silt coming down the Tigris and the Euphrates. Cdr. Jon Scoles, commander of the British mine-hunting group, said divers working on the bottom during the naval bombardment of Kuwait reported the blast from the American battleships' 16 inch guns made the seabed tremble.

"That tended to concentrate their minds," he commented wryly.

"That tended to concentrate their minds," he commented wryly. The first safe channel into a Kuwaiti port was swept early last month. With the Type 22 frigates HMS Brave and HMS Brilliant keeping watch and HMS Hecla in support, the MCM force worked its way into Mina Ash Shuaybah, where the dock waters were covered by a thick layer of black oil. A team from the Fleet Diving Unit at Portsmouth (see centre pages) had the job of searching the harbour itself.

A few days later HMS Cattistock was the first ship into Ku-

wait City leading the way through heavily mined waters for the US command ship La Salle and a merchantman carrying fresh drinking water.

The Cattistock has been serving in the Gulf since last August and is expected to return home soon with HMS Atherstone and Hurworth after being relieved by HMS Brecon, Bicester and Brocklesby.

Vital flow

The Royal Navy also had a role in protecting the vital flow of stores and spares in the southern waters of the Gulf. Some 142 merchant ships were chartered — only eight of them British flagged — to transport 90 per cent of the equipment needed by UK forces. There was 300,000 tons of it, including 55,000 tons of ammunition and 12,000 vehicles.

The contribution of the RFAs in keeping Allied naval forces in operation — as well as in supporting the ground forces — was crucial.

Other ships in the Task Group have had more time for relaxation in the aftermath of victory — some have been given stand-offs to visit local ports in the Gulf, including Dubai and Bahrain, for a much-needed run ashore.

And meanwhile the first few have arrived home — HMS Cardiff and Gloucester and RFA Orangeleaf to Ports-

mouth, and HMS Brazen to Plymouth, to the rapturous welcome only these premier naval ports can provide.

Reservists may want to stay on

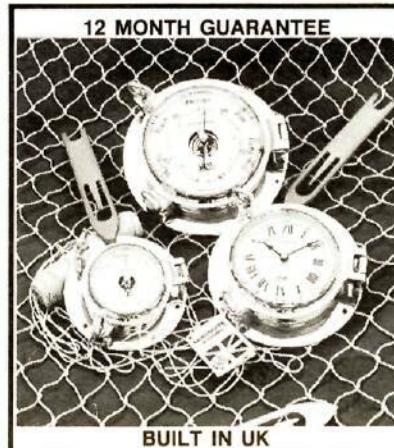
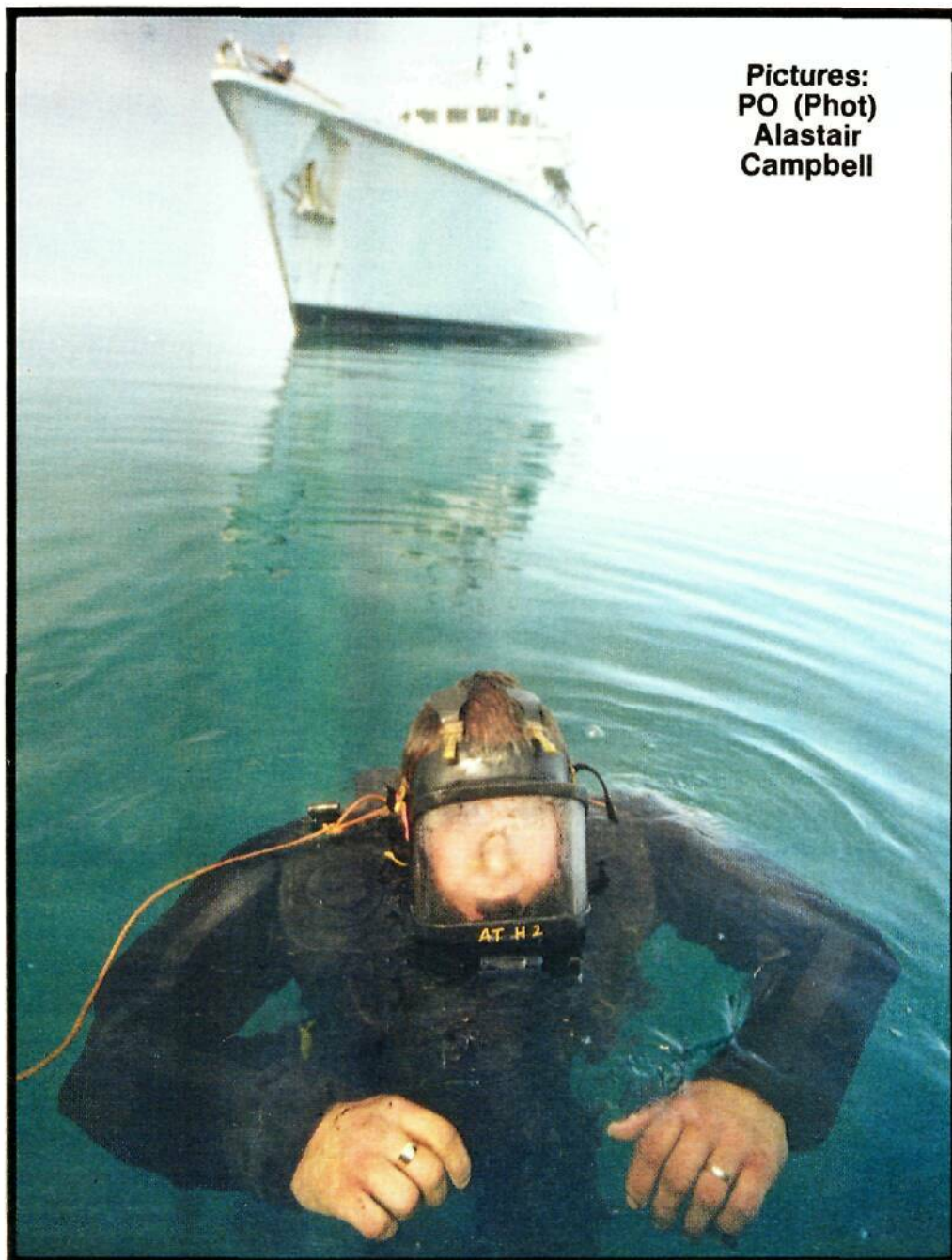
On the day before the ceasefire in the Gulf a further 52 Royal Fleet Reservists were mobilised, bringing the total number recalled to service to 395.

The latest batch, comprising radar, weapons electrical and engineering specialists, stores accountants, cooks and seamen divers, re-enlisted at HMS Nelson and then joined their various training establishments within the UK, prior to onward drafting.

Mobilisation Officer Lieut.-Cdr George Rothwell said they would begin to be released after the middle of this month — although there were not enough people to relieve them.

"They have all been told they can apply to stay on if they wish — and we have an idea that about 20 per cent of them will."

Pictures:
PO (Phot)
Alastair
Campbell



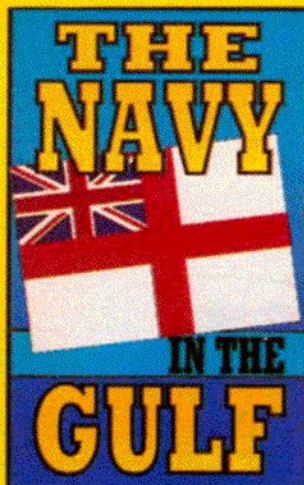
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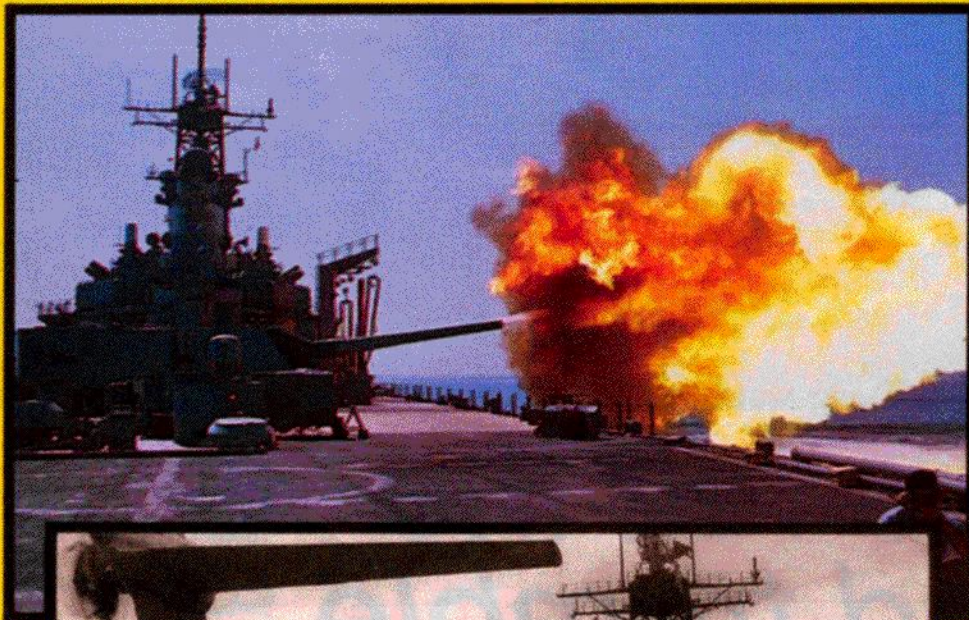
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PILLARS OF IGN

Dense columns of smoke rise over hundreds of burning oil wells as, mindlessly vengeful to the last, Saddam Hussein spreads a miasma of pollution over the Gulf, leaving a legacy of ruin for his 'Arab brethren' to ponder for years to come . . .

Royal Navy helicopters survey the effects of the defeated Iraqi leader's spite as clearance divers move in to tackle another menace lying beneath the oil-drenched docks of Kuwait



Pictures: PO(Phot) Alistair Campbell
PO(Phot) Tel Harding
LA(Phot) Kevin Preece

In the new front line, helping locate and clear many of the 1,100 mines laid by the Iraqis, are 25 men from the Fleet Diving Unit in Portsmouth.

Iraqi maps made easier the job of sweeping a safe channel into the Kuwaiti port of Ash Shuaiba and then their main priority was to clear the harbour.

But the job was being made more hazardous by thick black oil pouring out from fractured pipelines which, as well as taking a heavy toll on equipment, has drastically reduced underwater visibility, sometimes to only 1 metre.

Officer-in-Charge Lieut.-Cdr. Mike Leaney, who has just returned from the Gulf, says his men are literally employing a finger-tip search through the murky waters, locating mines tethered to the seabed.

"Divers are trained to identify mines using only their hands — and in the polluted waters of the harbour where visibility is very poor you have to ensure you use the gentle touch!"

The three diving units, Alpha, Bravo and Charlie, have been operating in the Gulf since the beginning of January.

When hostilities broke out Alpha and Bravo combined forces in RFA Sir Galahad while Charlie embarked in RFA Diligence. Working within sight and sound of the Allied bombardment of Kuwait they were aided by helicopters of 826 Sqn. who dropped divers into the sea to dispose of moored and floating mines.

During this phase 17 mines were cleared and an unknown type of ground mine (since identified) was located and recovered from the seabed.

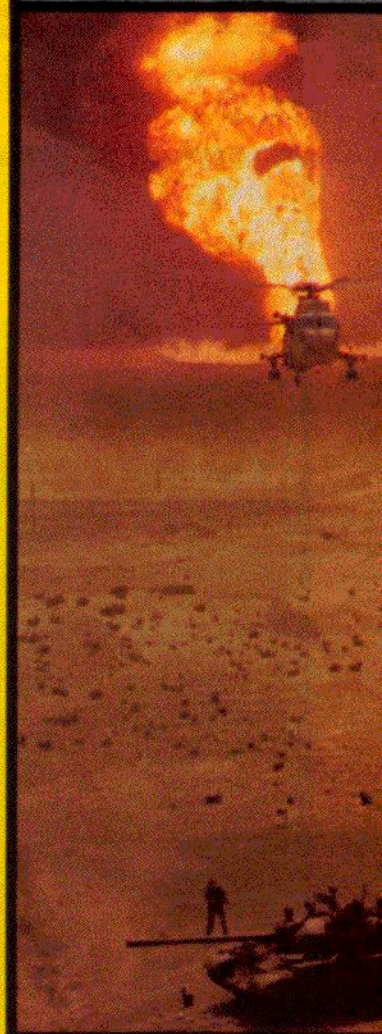
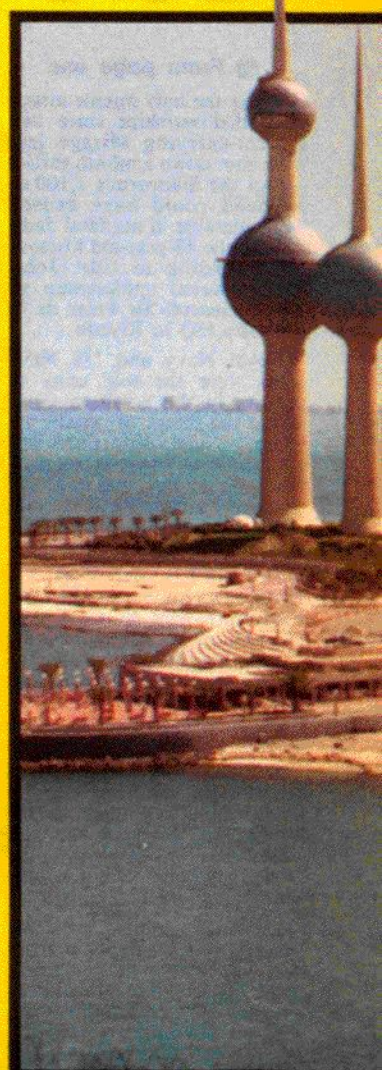
Co-operation between the Allied naval forces continued throughout hostilities with divers from the FDU helping with mine clearance operations on board two US minehunters, USS Imperious and Avenger.

Lieut.-Cdr. Leaney was "on the spot" when the amphibious assault ship USS Tripoli was hit by a mine.

"The blast blew a 30ft x 20ft hole in her bow and badly damaged her keel," he said.

"The Tripoli's paint store was also hit and the subsequent 'slick' of grey paint only added to our diving difficulties."

The slow and arduous process of clearing the mines will take many years but for the moment divers from the FDU are determined to make safe Kuwait's ports so that much-needed supplies can get through.



● Top left — The USS Wisconsin port Kuwait. Inset — HMS Exeter's Lynx helicopter ship her first mail in seven

● Bottom, left — an 846 Naval Air Squadron the blazing oilfields of Kuwait while and Brilliant's Lynx over a burnt-out Iraqi tank

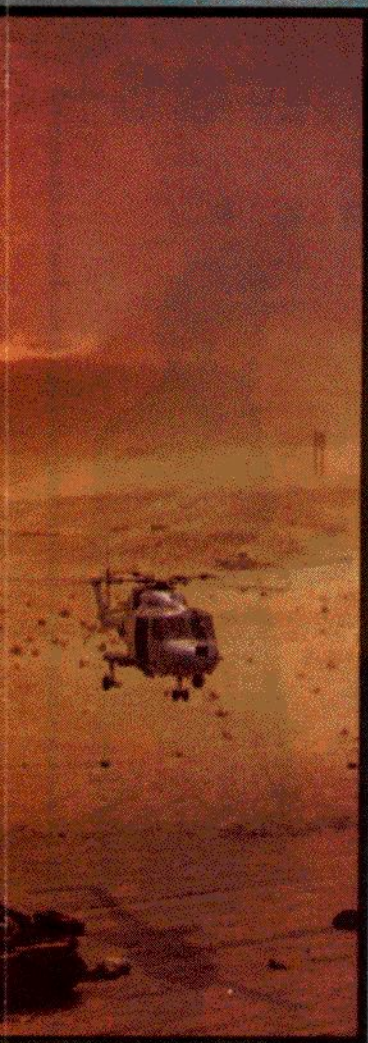
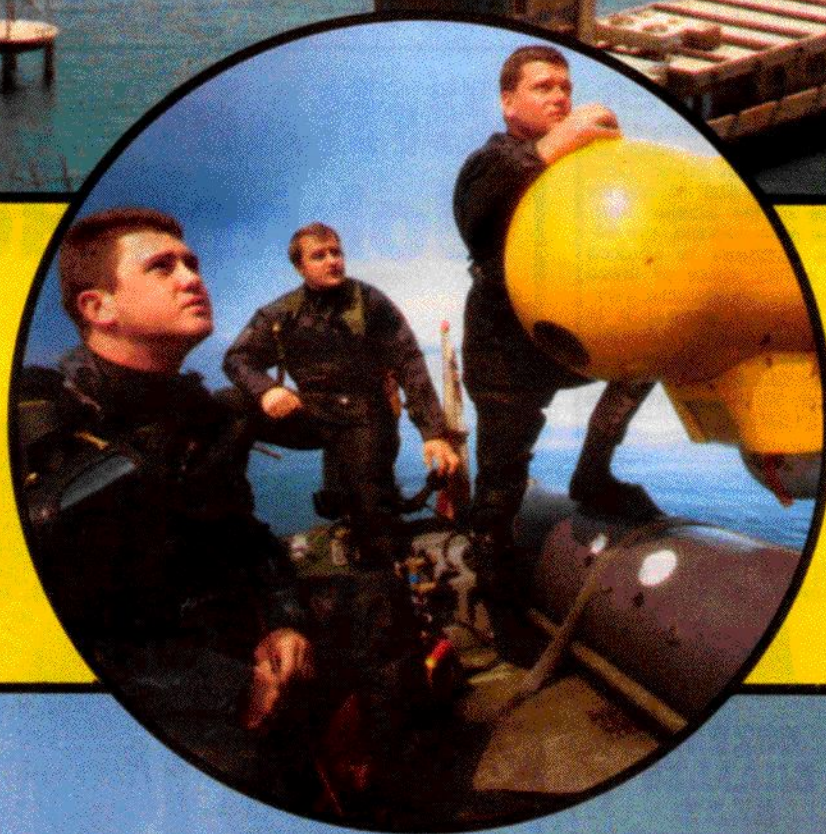
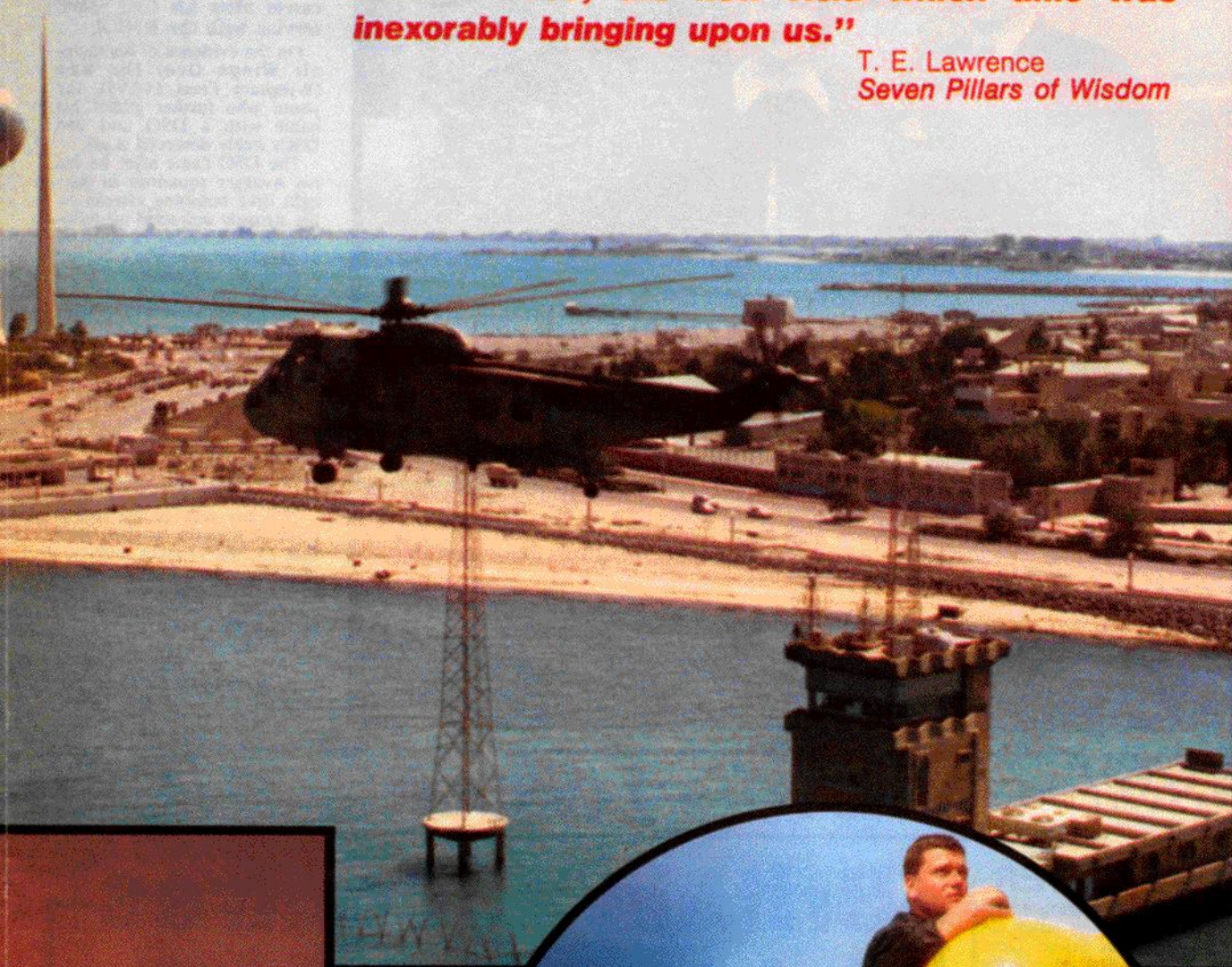
● Top, right — Kuwait Towers, the city mark, miraculously survives the devastation the RFA Argus overflies the sea defences the test.

● Right — Royal Navy minehunters the battleships: HMS Atherstone, Dulverton L-R Divers Gary Hall, Coxswain Shane Liston guide the Atherstone's remote into the oily waters three miles off

MORANCE . . .

"I had dreamed . . . of hustling into form, while I lived, the new Asia which time was inexorably bringing upon us."

T. E. Lawrence
Seven Pillars of Wisdom



ounds Iraqi positions in
copter brings the battle-
ral weeks.

adron Sea King transits
other (above) joins HMS
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y's most famous land-
ation. A Sea King from
s that were never put to

It paved the way for the
and Cattistock. Inset —
Blampied and 'Sonny'
control mini-submarine
the coast of Kuwait.

"The first Naval officer into Iraq" — that's how Lieut.-Cdr Nigel Huxtable described himself, falling into the role of war correspondent with ease as he provided a graphic account of his experiences for BFBS radio.

Normally based at the RN School of Educational and Training Technology at HMS Nelson, Nigel had been taking photographs for the Sandy Times, the locally produced newspaper for the Gulf forces.

He would see at first hand the work of the Navy's helicopters in supporting the land forces as the liberation of Kuwait got under way. But he had to hitch a ride with the First Armoured Division when the advance began...

Nigel's Arabian nights

"The soldiers had been very well briefed by the Int people up in the forward area. They knew the whole layout of the trenches and what soldiers with what weapons would be in the fire pits.

"To be honest, in the middle of the night we went through the trenches none the wiser. Some people knew they'd gone past them because they were hit by anti-personnel mines, but in tracked vehicles they're more or less irrelevant — there's a bang outside and you keep going."

"We spent many hours travelling, and I changed vehicles into an armoured ambulance, because it was going slightly faster. So I can claim to be the first Naval officer in the first packet of British vehicles into Iraq!"

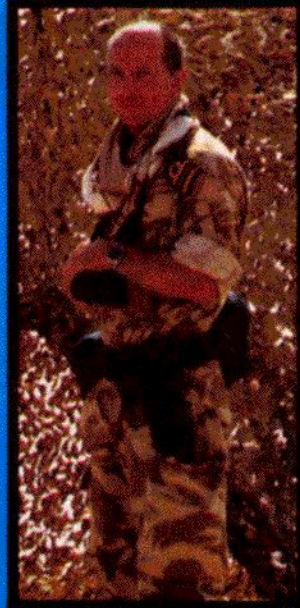
"The speed of the advance certainly suggested that Saddam had suffered a complete rout. It caught everyone by surprise. The main watchwords were 'Be careful of your ammunition, because we've got very long supply lines'."

"But there was no enemy to fight. In the whole of the four or five days I was up in the forward areas I only counted 40 enemy vehicles at most and a few hundred of their troops.

"Later I overflew a huge area and saw a lot of troops in compounds. They were walking along waving flags at helicopters trying to surrender. And they were not emaciated or underfed — just folk who were fed up with being abused."

"They weren't cowed, they were sitting huddled on the ground with their backs to the wind keeping the dust out of their eyes. It had stopped raining by the time I met up with the prisoners. We didn't have a lot of food to give them because it was hard enough feeding our own people sometimes, because of the speed of advance. But we were looking after them — people gave them biscuits.

"They weren't expecting a lot, but I think they got more than they wanted, which was a warm welcome. The youngest was a 13 year-old boy.



"The second or third day a Sea King invited me to join them and I spent an evening flying around the desert by moonlight picking people up and dropping them off. Then we went back to their HQ and came forward again with the Pumas from the SH Force. We established a little forward operating base right inside Iran.

"The Sea Kings were doing long legs right back down to the hospitals, and the Pumas were rushing about at high speed picking up wounded. With the Pumas we were moving east from over a hundred miles inside Iraq, right into Kuwait.

"Again I was very privileged: I was the second Naval Officer to enter Kuwait — there was a Naval Lieutenant flying the Puma! We moved very fast, picking up a couple of injured people, and then down over the Wadi and up the other side.

"The casualty system worked very effectively — though again, it was over-running itself. The casualties — very light, I must say, — were coming right from the battle. I went up to 7 Bde HQ and slightly beyond, picking up casualties from a couple of miles behind the tanks firing.

"There wasn't much firing going on, it was all just pursuit — the heavy firing had gone on the day before. The casualties were picked up by the Pumas and brought back at high speed to the forward operating base for the Sea Kings, which are used to operating over much longer distances and could then fly them down to 22 and 23 Field Hospital. Then they were taken on to specialist areas — burns to Riyadh and so on. Very, very fast evacuation.

"It was interesting to fly over and actually see the trenches in the ground and the sight of burning tanks — but most of them had just run away north and straight into the American forces coming up from the left flank of the British Army."

"At that time the remains of the Republican Guard were a little more steeled in their determination, but the flights of killer helicopters, British and American, going north was quite awe-inspiring. It really was. They didn't honestly stand a chance."

Learning to love Kevin

GOVERNMENT health warning: cute American kids can seriously damage your digestion. The opening couple of scenes in *Home Alone* will give many viewers a twinge or two in the vicinity of the lower intestine at the prospect of spending the next 100 minutes in the company of Kevin, an appalling eight-year-old, who's bright-eyed, mischievous and — impossible not to repeat the word — excessively, excruciatingly cute.

But be a little patient. Before long, his family have taken off

ers have decided against a *Croc 3* but, even so, have felt obliged



Screen Scene

for France, only realising in mid-Atlantic that little Kevin has been left behind. The rest of the film is an inventive, often hilarious series of parallel scenes showing the increasingly likeable brat fending for himself like a cross between Robinson Crusoe and Stan Laurel, and his mother frantically trying to get home to her mislaid offspring.

(The film's writer/producer John Hughes made the memorable, vaguely similar *Planes, Trains & Automobiles* a couple of years back: its star, John Candy, puts in an appearance here as do, one suspects, a couple of episodes he didn't have room for in the earlier picture.)

The finale, in which Kevin has to outwit a couple of burglars, is probably destined to become a classic of slapstick comedy. Kevin, incidentally, is played by someone named Macaulay Culkin who, according to his publicity, was born in 1981; alternatively, he may be a short, very well-preserved 40-year-old. Either way, it's unlikely we've heard the last of him.

If you're a Hollywood scriptwriter, a recurring problem is how to duplicate a success, how to reproduce a winning formula without being so slavish that audiences won't demand their money back or, worse, not lay it down in the first place: how to find, in other words, a fresh route to a familiar destination. *Almost an Angel* is the third of Paul Hogan's star vehicles, after the two *Crocodile Dundee* movies.

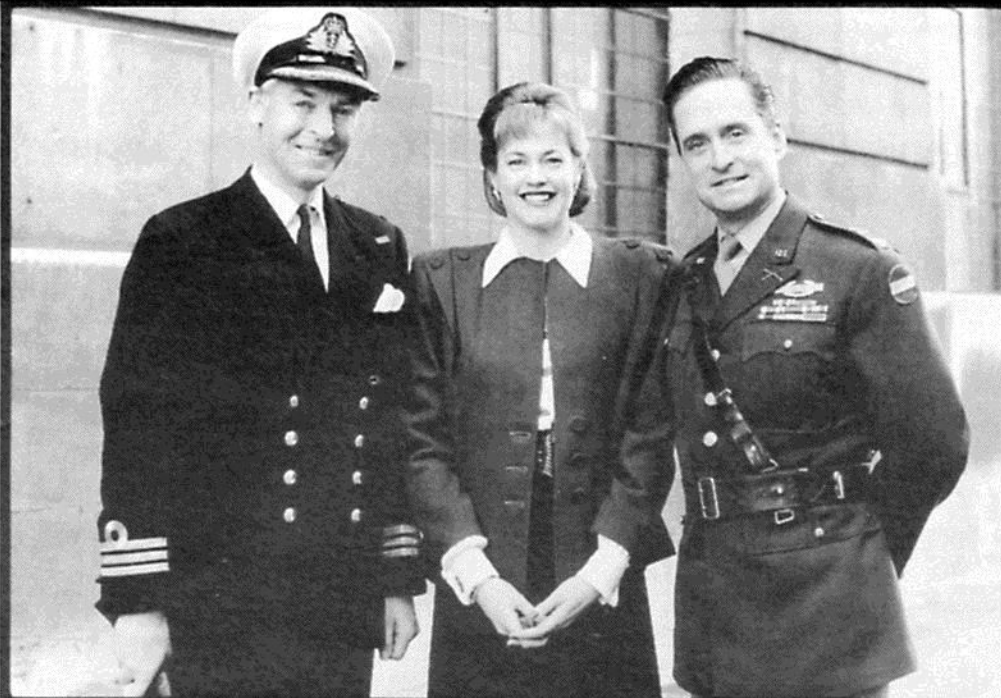
Commendably the film mak-

ers have decided against a *Croc 3* but, even so, have felt obliged to stick to the original money-making blueprint whereby our hero saunters coolly, innocently through hair-raising dangers. Hogan plays an habitual criminal, given to holding up banks while disguised as a rock star. (His Rod Stewart is most entertaining.)

One day after being knocked down by a van he imagines he's died and gone to heaven, where God (looking remarkably like Charlton Heston) ticks him off for a wasted life and announces he's being sent back to earth to atone for his sins as an angel of mercy. Thus, the 'Dundee scenario' is duly arrived at: nonchalant Hogan ambling oblivious to danger through a world of gangsters and drug pushers. It's a sentimental comedy with its heart in the right place. Linda Kozlowski, aka Mrs. Hogan, also features prominently.

Recent video releases include *Darkman*, a figure not a million miles removed from *Batman*, a comic strip hero dedicated to fighting crime. The film's box office performance failed to justify its big budget production, but those with a taste for vivid, cliff-hanging adventure fantasies will find it enjoyable enough.

Paper Mask, the tale of a hospital porter trying to palm himself off as a qualified doctor, and not above a spot of murder to bolster the deception, is well worth seeing by anyone not about to go into hospital for an operation. And *Exorcist III* is a surprisingly witty, gratifyingly un-gruesome and genuinely scary addition to the series. — **Bob Baker**



GREENWICH IN THE LIMELIGHT

Star billing again for the Royal Naval College at Greenwich — three times in the past year the College buildings have been used as back-drop for period films.

Pictured (above) with the Commander of the College, Cdr. Mike Sauvage, are Michael Douglas and Melanie Griffiths, stars of an American film set in the Second World War.

Scenes from "Shining Through" were filmed at Greenwich in December.

Earlier, an LWT production made use of the College in a film called "An Unlikely Hero", which stars Nigel Havers. And during September scenes were shot there for "King Ralph the First", a film starring Peter O'Toole, John Goodman and Leslie Phillips.

A GILDED YOUTH FAVOURED BY FATE

DAVID Foster, one of the legendary naval aviators of World War II, enjoyed a life of privilege before and a hugely successful business career after his five years' service with the RNVR.

On the evidence of his memoir *Wings Over the Sea* (Wingham Press £14.95), the youth who further gilded his name with a DSO and two DSCs richly deserved it all.

The DSO came after he led his Avenger squadron in daylight dive bombing attacks on the strongly defended oil refineries at Palembang in Sumatra — the Fleet Air Arm's biggest ever single operation.

Yet by his own account, disarmingly lightened with golfing and more robustly "social" anecdotes, he had his moments of doubt — as towards the end of the Palembang raids when he had "a strong sense of foreboding" that he would not return from the next planned foray, which was happily found to be surplus to requirements and cancelled.

"On my way to the Wardroom I thought 'to hell with that ... the younger members of the squadron were not going to see me downhearted ... that sort of thing could be catching.'"

He was then 24 — and already had four years of continuous operational flying in four theatres of war behind him.

JFA



At Your Leisure



Britain accoutres Johnny Reb...



THOUGH the British government's sympathy for the Confederacy stopped short of overt military support — thanks in part to the influence of the ailing Prince Consort — the Southern States were able to order vast amounts of equipment from the UK.

The Confederate States Navy seaman seen here (left) carries a copy of a Royal Navy cutlass made in England by R. Mole and a British naval pattern rifle, while the Marine Sergeant wears British-made leather accoutrements and has an 1853-pattern Enfield rifle.

The Marine Second Lieu-

tenant (right) is wearing a rare Confederate Navy belt plate, also made in England.

This illustration by Ron Volstad is included in *The American Soldier* by Philip Katcher (Osprey, £14.95), a survey of the uniforms and equipment of US forces from colonial beginnings to the present day. — JFA.

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Perla Siedle Gibson, international concert soprano, classical pianist, R.A. portrait painter — Durban's 'Lady in White' — died in March 1971, at the age of 82. Her autobiography was published in South Africa in 1964 but went out of print and disappeared many years ago. But now ...



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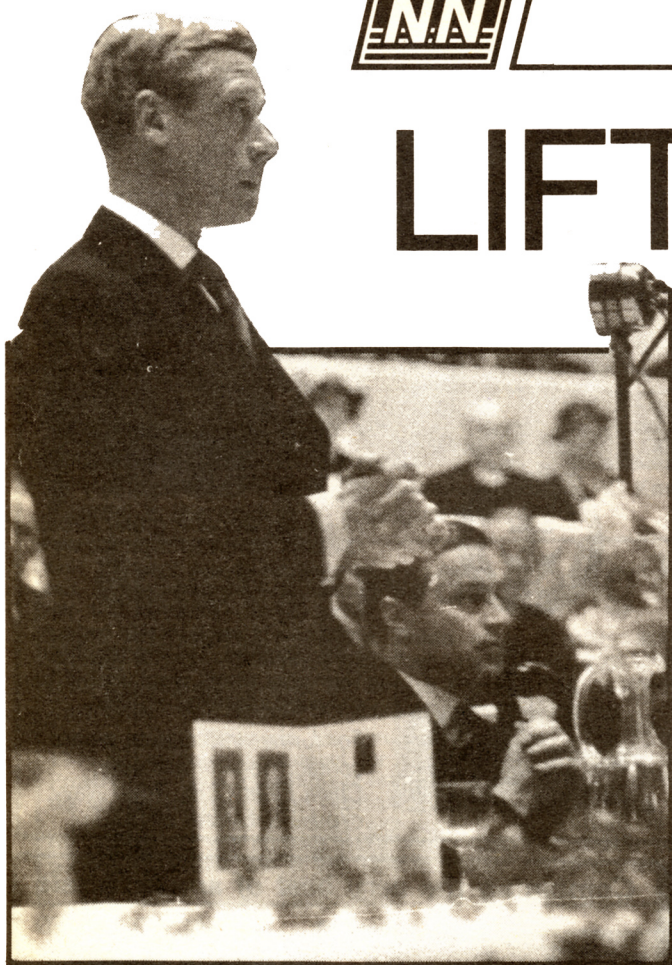
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LIFTING THE BLIND



Royal support for blind ex-Servicemen — the Prince of Wales speaks at St. Dunstan's 20th reunion in 1935. The following year, as King Edward VIII, he added his name to the list of patrons.

Coastal Forces

CONWAY Maritime Press has published the first volume of an ambitious three-volume series, **Allied Coastal Forces of World War II**. The first book, written by John Lambert and Al Ross, covers Fairmile designs and US submarine chasers.

Design, construction, equipment and subsequent development are covered, and builders, construction lists, fates and technical data are given for

each type.

Costing £35, this hardback volume contains 700 line drawings and 235 photographs.

"IT'S NOT quite true that a man can't enjoy his tobacco without seeing the smoke of it."

So Colonel Durrance, blinded in the Sudan in A. E. W. Mason's classic tale of Empire "The Four Feathers" accepts the embarrassed offer of a cigar. Mason writing nearly a century ago, treats the problem of the blind ex-Serviceman with sympathy — but at that time he was more often regarded as a helpless receiver of charity.

That he can now be accepted as a useful member of society, working in a wide range of jobs and taking part in a variety of sports — such as archery and mountaineering — that the sighted community would once have regarded as hopelessly beyond his ability, is in large measure due to a remarkable organisation.

St. Dunstan's, which last year celebrated its 75th anniversary, is best known for its Brighton homes — but it has a worldwide influence. Its story, from the early beginnings in London at the instigation of newspaper magnate Sir Arthur Pearson, himself a victim of glaucoma, whose famous dictum "Lots of people see without perceiving, blind people learn to perceive with seeing" became the cornerstone of its philosophy — is told in **Blind Man's Vision** (St. Dunstan's, London £14.95).

David Castleton has assembled a fascinating collection of archive photographs to illustrate the text. Most of them reflect the well-heeled patronage without which St. Dunstan's might not easily have survived — and it is a pity that less space could not have been devoted to garden parties and presentations and more to the great strides in technology, as in computer-assisted reading systems, which St. Dunstan's has fostered.

Patronage

The continuing thread of influential support is nonetheless impressive — Royal patronage, including that of King Edward VIII who might be best remembered for his concern for the ex-Serviceman, makes for a visually entrancing album.

But as St. Dunstan's current chairman, Admiral of the Fleet Sir Henry Leach, makes clear in his foreword, "We continue to look to the future and to face the challenges that lie ahead rather than to dwell on the past." — JFA

Plea for ship to remain inviolable

NEXT month's 50th anniversary of the sinking of the **Bismarck** has already been heralded by Dr Robert Ballard's discovery of the wreck, with all its blatantly voyeuristic overtones.

The re-issue of an account by the pride of the Nazi fleet's senior survivor is a timely reiteration of a plea — made by sailors on both sides — to preserve it from further intrusions.

Burkard Baron von Mullenheim-Rechberg, personal adjutant to the ship's commanding officer Ernst Lindemann, who has had a distinguished career in post-war Germany's diplomatic service, has expanded his original account, first published ten years ago, in the light of Ballard's work and strongly argues his own wish for restraint in the exploration of maritime graveyards.

But he fills most of the extra space with dire warnings of the dangers of political extremism of which the **Bismarck** is viewed as a microcosm.

And so the drama is drawn out to include the experiences of her POWs in England and Canada — where the murderous friction that existed between Nazi and non-Nazi was exacerbated by a tit-for-tat decree ordering the handcuffing of Army prisoners in response to the Wehrmacht's handcuffing of British prisoners — which in turn resulted from the Canadians' action in doing the

same to German captives following a raid on Dieppe.

The ludicrous "Battle of Bowmanville" camp in Ontario that followed the Germans' refusal to comply may have had some therapeutic value in allowing both sides to let off steam. "A marvelous brawl" between gaolers and inmates centred on the cook house, in which the antagonists became liberally smeared with marmalade, is one of the lighter moments in an otherwise turgid analysis of the evils of National Socialism and the endless disputes between Hitler's supporters, opponents and indifferent "fellow travellers" — the "Blacks, Whites and Grays" as the Canadians categorised them.

The author, firmly identifying himself with the "Whites" throughout, bears some measure of ostracism on the part of his compatriots.

In the end, all this does not add much to the story of the **Bismarck**, which survives as one of the great epics of the sea despite an overblown searching for a wider truth. **Battleship Bismarck** is published by Arms and Armour at £14.95.

— JFA

Haunting memory of kindly spirit

DURBAN'S Lady in White sounds like a ghost story — but if Perla Siedle Gibson still haunts the South African port it would be hard to imagine a more friendly shade.

Throughout World War II Allied convoys passing through here warmed to the rich soprano voice of a motherly-looking figure in a white dress standing on the North Quay, singing Land of Hope and Glory through a megaphone.

This was not the action of an amiable eccentric — Perla Gibson was a multi-talented artiste, an international concert star, classical pianist and Royal Academician who became one of the great legends of the war.

Unanswered

To this day, nearly 20 years after her death, newspapers and magazines — not least Navy News — receive inquiries about her. She wrote her autobiography in 1964 — but it was never released outside South Africa and so many of the questions have had to remain unanswered.

Now, with its reissue, edited and introduced by Sam Morley with a foreword by her daughter Joy Liddiard (Aedificamus Press, £14.95) this heart-warming story may reach a wider audience.

From April 1940 to VJ Day Perla never missed a single convoy — not even the one that sailed a few days after she learned her eldest son had died in action while serving with the Black Watch in Italy.

Perhaps the finest tribute



Perla Gibson is seen here standing on Plymouth Hoe in 1970 — the year before she died at the age of 82 — when she was the guest of the HMS Dorsetshire Survivors Association.

that was ever paid her — and she had many, from the highest in the lands whose fighting sons she sang to — came from a kilted Highlander at a reunion of the 51st Division: "To me and my friends it was because you

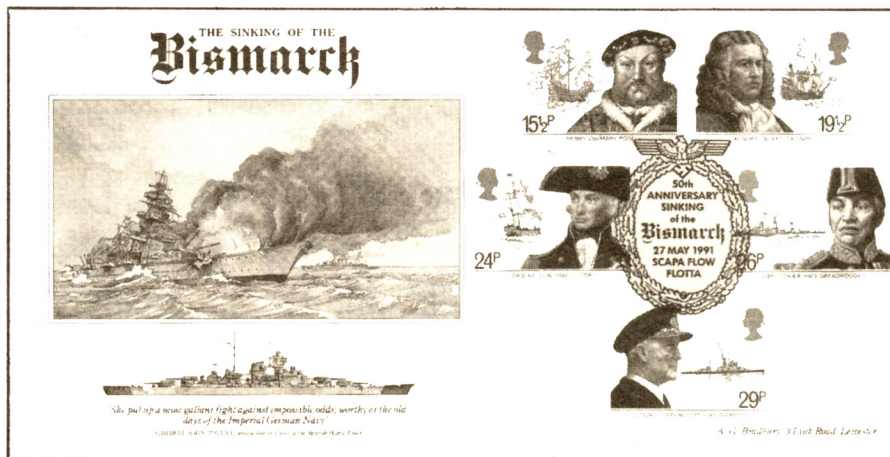
looked, and you were, so motherly that you were able to grip our emotions and give us the courage to carry on. You were then, and you will remain for us, the mother of all men."

— JFA



Souvenir Covers

This year marks the 50th anniversary of one of the most compelling sea stories of all time — the sinking of the **Bismarck**. A specially commissioned painting has been faithfully reproduced on a limited number of souvenir covers which will bear the special Flotta (Scapa Flow) postmark on 27th May — the actual anniversary date of the sinking.



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At Your Service



Reunions

23rd Destroyer Flotilla: The third reunion of former ships' companies of HM ships *Saumarez*, *Savage*, *Scorpion*, *Scourge*, *Serapis*, *Swift*, *Sword* and *Svenner* will take place on June 8 in the WOs' and CPOs' Mess, HMS Nelson, Portsmouth. Those interested contact Mr. Bill Swift, 37 New Road, Lovedean, Portsmouth PO8 9RU.

432 Sqn RM 1945: It is intended to hold a reunion in the Pompey area in either August or September. Would all members of the squadron contact Jessie Owen (Golfball), 75 Norfolk Crescent, Nuneaton, Warwick, CV10 8BY (telephone 0203 387633).

848 Sqn: Any members who served in Malaya during the emergency and are interested in a reunion with CASEVAC Flight, 194 and 155 Sqn, RAF, please contact C. Turner, 51 Place Farm Way, Monks Risborough, Bucks.

HMS Bullen (K469): The third reunion will take place at St. Edmund's Hotel, Gorleston, Great Yarmouth, on April 27, dinner at 6.30 p.m., overnight accommodation available. Those not already in touch please contact C. W. Bilverstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER (telephone 0502 561130).

HMS Blackcap: A memorial service will be held on May 26, 11.30 a.m. at Appleton Thorn Church. A coach will leave from Warrington RMA. For further details contact Mr. S. J. Brotherton, 37 McCarthy Close, Birchwood, Warrington WA3 6RS (telephone 0925 824504).

HMS Howe: A reunion will be held on April 27 at the Royal Sailors' Home Club, Queen Street, Portsmouth. Details from Reg Goldsmith, 28 Hamlyn Crescent, Totford, Southampton SO4 3PA (tel. 0703 862927).

HMS Fiji: The 50th anniversary reunion will be held at Portsmouth Home Club on June 29 followed by a service in St. Ann's Church on June 30. Details from D. W. H. Freer, Bridge Cottage, Manchester Road, Sway, Hants SO41 6AP (telephone 0590 683745).

HM ships Kandahar and Greyhound: Ship's company of HMS Kandahar who rescued Fiji survivors in May 1941 and survivors of HMS Greyhound are invited to join those from the Fiji at their 50th anniversary reunion in June. Details from D. W. H. Freer, Bridge Cottage, Manchester Road, Sway, Hants SO41 6AP (telephone 0590 683745).

HMS Jackal (1939-42): Mr. C. Blight would like to hear from ex-Jackals with regard to a reunion in London on May 10. For further details contact him at 21 Trevelyan, Green Lane, Penryn TR10 8RD (Tel. 0326 72188).

Assn of Wrens: A dance and supper will be held on April 25 at RNA Bowling Park, tickets £2.50. For further details contact Kathy Townsend, 84 Moss Lane, Lathom L40 4AX.

HMS Glasgow Old Boys Assn: The 12th annual reunion will take place in Portsmouth on 13/14 July. A buffet dance will be held on the Saturday evening followed by a memorial service on Sunday morning. Details from Allan Mercer, 89 Royal Avenue, Widnes WA8 8HJ.

D.E.M.S. Assn (1939-45): A reunion of former D.E.M.S. (all ranks) is to be held in October, venue to be arranged. All are welcome — for further details about the assn, contact Frank Jones, 37 South Beach Road, Ardrossan, Ayrshire KA22 8AT.

RN Commando Assn: The AGM, for old and new members, will be held at the Nautical Club, Bishopsgate St., Birmingham on May 18 at 11am, followed by a dance in the evening. A church parade will be held on Sunday May 19 at St. Augustines Church, Edgbaston. Details on 021 384 7356.

HMS Tanatside Assn: The assn. wishes to contact more old shipmates. There are four annual reunions, the next one Sept. 1991. Details from J. Woolley in Knutsford (Tel. 0565-51058) or Bill Tuck in Sussex (0323-845156).

HMS Nubian (1964-66): 4th annual reunion will be held at the Portsmouth Royal Sailors' Home Club, Fri. 2 Aug. 1991. Further information from CPO(Ops)(M) G. P. Nicklin (Tel. 0705-22351 ext 24263 or 0329-43930).

4 Squadron RAF, Air Sea Rescue: 275/276/277/278 Sqn's reunion to be held at Shoreham Airport, Sussex, 8 June 1991. Details from Peter Ransom, 69 Well House Drive, Penryn, Cornwall, TR20 2LB (see please).

HMS Opossum (1952-54): Anyone interested in a reunion in 1992 (40 years on), contact Maurice Wood, tel. 021-743-6504.

HMS Hood Assn: Reunion for the "Mighty Hood" will be held on 25 May 1991, (1800hrs for 1900) at the Royal Sailors' Home Club, Portsmouth. At 1630 that day a model of HMS Hood will be unveiled by the two remaining survivors, Ted Briggs OBE and Bob Tibbitt. AGM will follow at 1700. The new standard will be dedicated in Boldre Church on Sun 26 May at 1100 — coaches from the Club at 0900, cost £2.50. Names for coach to Vice Chairman assn — Mr. J. R. Williams, 14 Elizabeth Road, Stubbington, Hants PO14 2RF.

The Cutters Association: Reunion for men who served in ex-US Coast Guard Cutters during WWII will be held at the Bull Hotel, Peterborough on Wednesday, 17 April 1991. Non-members who served in these ships can obtain full details from Sid Simkin, 67 Orchard Way, Wymondham, Norfolk NR18 0NY.

HMS Edinburgh Survivors and Shipmates Assn: 49th Service of Remembrance and reunion dinner will be held on Sun 5 May 1991 in Plymouth. Details from Mr. A. W. R. Start, 5 Green Park Road, Plymouth, PL9 9HT (Tel. 0752-404525).

Bounty Boys Assn: Reunion and AGM will be held at Royal Sailors' Home Club, Portsmouth on 13 April 1991. For ex-T.S. Bounty and HMS Foudroyant boys, all RN entrants from the Sea Cadet Corps during WWII who were communicators, details from Jack Brown (Tel. 071-228-7237), Fred Pantou (071-228-2379) or Bill Hobbs (0923-773805).

Royal New Zealand Navy (ex-Stokers): A grand union for ex-RNZN stokers is being planned for October 1992 (Fri 23/10-Mon 26/10) in Picton, New Zealand. Activities will include 9-hole golf, Marlborough Sounds cruise, tour of local vineyards, Bar-B-Q, float-plane and water-taxi sightseeing, dinner. Good accommodation available at RSA and ex-RN Club. Write now, to Graeme Matheson, 315 West Belt, Rangiora, New Zealand, to have your name recorded on the ever-growing mailing list so you will receive future information. It's definitely on!

The Fast Minelayer Sqn: HM Ships Abdiel, Apollo, Manxman, Latona and Welshman, AGM/Reunion at the Royal Fleet Club, Devonport, 6/7/8 Sept. 1991. Details from Gwyn "Taff" Evans, tel. 0253-46885.

HMS Gossamer Assn: The assn. is seeking old shipmates and a limited number from "chummy" ships as associate members. Reunion 22 June 1991 followed by memorial service on 23rd. Details — Eric Morris, 40a Edwards Road, Whitley Bay, Tyne and Wear (Tel. 091-252-2540).

HMS Eagle Survivors 1942: The annual reunion will take place in the Nuffield Lounge, Royal Sailors' Home Club, Portsmouth on August 10, followed by a service at St Ann's Church on August 11. Tickets £8. Enquiries to A Goodenough, 3 Brimpton Rd, Reading RG3 3HY enclosing SAE.

HMS Eagle: (Last commission 1970-72) Members of 6E1 mess or others wishing to attend the second reunion in August (date yet to be fixed) please contact ex-LOEM Dutchy Holland, 145 Legrams Lane, Bradford BD7 2AA (tel: 0274 521325) or ex-OE-MECH Bill Bailey, 7 Pledwick Cres., Sandal, Wakefield (tel: 0924 250600).

M Hull 25: The first reunion will take place on June 7, venue to be confirmed. All interested parties contact Ken or Micky on 87369MB or 071 218 7369. Pipes will be provided (Pincher bring your own).

HMS Duke of York Assn: Reunion to take place at the United Services Club, Gough Street, Birmingham on Saturday, September 14. For further details contact Mr. R. Draper, Rose Cottage, 103 Orchard Park, Elton, Chester CH2 4NQ.

RN and RM Gunner and Missilemen Assn: Annual reunion dinner to take place on Saturday, May 4 at the Royal Sailors' Home Club, Portsmouth. Tickets £20. Enquiries to Ray Harvey on 0705 863271.

1st Destroyer Assn 1942-45: Reunion to be held at the Royal Sailors' Home Club, Portsmouth November 2/3. Anyone who served on a Hunt class destroyer is welcome to join the association. Contact Arthur Renshaw, Secretary, 1 Western Ave., Nantwich CW5 7AH.

HM ships Boston, Seaham, Whitehaven and Cromarty: Anyone interested in a reunion of minesweepers serving in the Mediterranean during 1941 please contact Jeff Hockton, 20 Subitton Ave., Southend on Sea SS1 2QS (Tel: 0702 612521).

Penelope Assn: A very successful reunion weekend was held at Blackpool, attended by more than 40 ex-Penelopes (both wartime cruiser and frigate). Memorial plaques were dedicated in the local Sea Cadet Unit, TS Penelope, and in the local parish church. The next reunion will be February 14/15, 1992, again at Blackpool. Special welcome is given to the Penelopes of the frigate (F127) now going out of commission who wish to join the association. Details from Harry Pugh, Secretary, 95 Chapel Road, Chappellton, Sheffield S30 4SS.

HMS Tormentor (1940-46): On the 47th anniversary of Landing Craft sailing to Normandy from Hamble river a reunion will be held at the Rising Sun, Warsash, to which all former members of the ship's company are invited on June 30. Further details from Rhona Moody (048 957 5494) or Kenneth Scott (0463 232261).

HMS Whitesand Bay Assn: Our third reunion was held on February 2 and was attended by 40 old shipmates of all commissions. We welcome anyone who served on board to join us at our next reunion which will be held during April 1992. For further information contact G Peat, 2 Ashfield Avenue, Beeston, Notts NG9 1PY (tel: 0502 227523).

Barroosa Communicators 1968-69: (last commission). A reunion will be held this summer and any interested ex-members should contact Dave Birnie 0752 345201 or Buster Brown 0244 679150.

HMS Tantalus 1943-46: It is hoped to arrange a reunion for personnel who served in Tantalus from 1943-46 in the Far East. The reunion will be held at HMS Dolphin, Gosport at the next general reunion in October. For more details contact Frank Jordan, Wealden Hall, Pilgrims Way, Dettling, Maidstone ME14 3JY (tel: 0622 34274).

HMS Newcastle (1947-49): The 10th reunion will be held at the Royal Fleet Club, Devonport on June 22. Anyone interested should contact Mr. Les Smith, 14 William Avenue, Eastwood, Notts N16 3LE (tel. 0773 717591).

HMS Fulmar: The 8th reunion will take place at the Laverock Bank Hotel, Lossiemouth on May 11. All who served in the Fulmar are welcome. Details from Mr. H. Williams, 98 Spynie Street, Elgin, Moray-shire IV30 2LX (tel. 0343 541767).

Inchon Landings 1950: Would RN and RM Fleet Volunteers LS John Fletcher, ABS F Wilson and McMahon and Mne. Byrne who were in the small raiding party (Pound-force) at Inchon, September 1950, and later served as part of 41 Independent Cdo. RM in the Chosin Reservoir campaign. Please contact R. Todd, 166 Windyhill Lane, Marske-by-Sea, Redcar, Cleveland TS11 7DY, for details about reunions in the UK and USA.

HMS Wescott Club: The second reunion of the ship's company took place on October 27-28 1990. The club now has 54 members, the oldest being Capt. B. de Coucy Ireland (retd.) who served on board in 1918. The next reunion and AGM will take place at the Victory Services Club, April 13. Further details from C. W. Fairweather, Stable Cottage, Colchester Road, West Bergholt, Colchester CO6 3JQ.

HMS Belvoir (1942-46): We are planning to have a reunion of former members of the ship's company this autumn. Would anyone interested in attending please contact either Mr. L. Harvey, 46 Thorpwood Ave., Sydenham SE26 4EX or Mr. J. Holt, 615 River Street, BX 1453, Port Egin, Ontario, Canada N0H 2C0.

HMS Black Swan (1939-53): Our first reunion will be held on September 7. Will all former "mucky ducks" please contact John Dunstan, 47 Abbottsby Rd., Newton Abbot, Devon TQ12 2NS.

HMS Vanguard 1945-60: Fourth annual reunion will be held at Portsmouth October 5. Details from A Tremlett, 16 St Augustine Rd., Grifflinstown, Gwent NP4 5EX (tel: 0495 764905).

Regulating Branch: The third regulating branch reunion will take place in the Royal Sailors' Home Club, Portsmouth, on Saturday, October 12. Full details from David Lockridge, Deputy Naval Provost Marshal, RN Provost HQ, HMS Nelson, Portsmouth, enclosing SAE.

HMS Cavalier 1961-63: A reunion will be held at Newcastle on October 18/19. All interested parties contact Sid Anning on 0752 768201.

HMS Vesper: A reunion will be held at Skipton, N Yorks, on August 16/17/18. Contact S. Haigh, 1 Raines Drive, Bradley, Nr. Kettleby BD20 9EW (tel: 0535 636343).

Castle Class Corvette Assn: Those interested in 1991 reunion to be held in either Weymouth or Blackpool contact Stan Taylor, 10 Beech Road, Willenhall, West Mids WV13 3DD (Tel: 0902 633157), SAE please.

FAA Apprentices Benbow Division: September 1941 entry are holding a 50th anniversary reunion at the Royal Sailors' Home Club, Portsmouth on Saturday, September 14. Would all ex-Benbows who have not yet been in touch please contact M. W. Harrington, 9 Weymouth Close, Chertsey, Surrey KT16 8PG as soon as possible.

7th Destroyer Sqn, 1959-61: (HM ships Trafalgar, Jutland, Dunkirk, Broadsword and Scorpion) a reunion is to be held on November 23 at the Royal Sailors' Home Club, Portsmouth. Details from Albert Senior Corner Shop, 1 Mileham Rd., Litcham, Kings Lynn, Norfolk PE32 2NZ.

HMS Ocean Assn: The AGM and annual "get together" will take place on Saturday, April 27 at the Nautical Club, Bishopsgate St., Birmingham at 12 noon.

HMS Redhead: A reunion is to be held on September 14 at Bognor. Anyone wishing to attend should ring 0493 700690 or 0243 864932.

HMS Cromarty (1942-43): Ex-crew members and survivors (total known and in touch with each other is 12) have made arrangements to hold their first reunion at the Nautical Club, Bishopsgate Road, Birmingham on April 6. They are due to meet at New Street Station between 11.30 and 13.00 hrs and all will be wearing yellow lapel badges to aid recognition. For further details contact Mr. R. G. Chilton, 45 The Avenue, Wraybury, Staines TW19 5EY.

HMS Manchester Assn: will hold their AGM on May 18 at the RNOCA Club, Lake Road, Portsmouth followed by a service at St Ann's Church, in the Naval base, on May 19 at 10.00 am. Further details from L. McDonald, 37 Edmund Road, Southsea PO4 0LL (tel. 0705 739384).

HMS Bristol: A reunion will be held in June for previous mess members of 2G Stbd POs' Mess (The Sump). Anyone interested in attending please contact The Mess President, The Sump, HMS Bristol.

Pembroke 84 Club Members: The 10th annual WOs' and Senior Rate Stewards' reunion dinner will take place in the WOs' and Senior Rates' Mess, HMS Nelson on June 14. All bookings through WO Tom Coleman, c/o W/R Mess, HMS Nelson, Portsmouth (tel. 0705 822351 ext. 24261).

Calling Old Shipmates

HMS Goodson (1943): Jack Smith, 7 Kampton Ave., Little Lever, Bolton BL3 1TD (Tel. 0204-791866) would like to contact Phil Jackson and Alf Cribb, both from the Liverpool area, or anyone else who served with him.

HMS Edmonde (Port Dickson, 1928): Poopal Nagiah, 43 Main Road, Port Dickson 71000, Negri Sembilan, West Malaysia is keen to get in touch with any surviving members from HMS Edmonde, and also with shipmates from HM Ships Malaya, Comus, Cossack, Consort, and any ton-class MCMVs which visited Port Dickson during the 60s.

HMS Archer (1944): Richard Cameron, ex-Yeo of Sigs., 16 Glenfield, Tarbert, Argyll PA29 6TA, would like to contact Cliff Bartlett who served with him. (Last known address — 32 Lancaster Close, Kingston-on-Thames).

HMS Challenger (1953): Ken France, 138 Clifton Crescent, Athersley North, Barnsley, South Yorks., would like to hear from any of his old shipmates.

HMS Comus: J. R. (Yorkie) Sutcliffe, ex-PO/Storekeeper, would like to trace Chief Mech Jerram, ex-HMS Comus, last heard of working in Portsmouth Dockyard. Contact him at 49 Mill Dam Lane, Burrough, Nr. Ormskirk, Lancs. L40 7TG (Tel. 0704-893192).

Diving Teams, Brixham (1944) and Haifa (1947-68): Steve Stokoe, Unit 5, 158 Holland Street, Fremantle 6160, West Australia, would like to contact Lieut. Chadwick and members of his team at Brixham, and Lieut. Cdr. Crabb and team at Haifa.

HMS Despatch (1944): Any crew member who picked up wounded from Hospital Ship Amsterdam on August Bank Holiday Monday 1944, and landed them at Southampton, please contact Mr. T. Osborne, 9 Lighthouse Close, Happisburgh, Norwich, Norfolk.

HMS Ariadne (1943-46): Ex-AB Des Lamey (Jan) would like to get in touch with any old shipmates — contact him at 52 Chanters Hill, Barnstaple, Devon EX32 8DE (Tel. 0271-43978).

HMS Snapper (K10): Ex-Ldg. Sig. G. L. Redding, 342 Balmoral Drive, Hayes, Middx. UB4 8DL (Tel. 081-561-6472) would like to contact any remaining ex-crew with view to reunion for 50th anniversary of the sinking (Dec 19 1942) in the Med.

Over to You

King George VI Mr. E. F. Cadwallader, "Keeper of the Closet", Chapel Royal, St. James' Palace, London SW1, is writing a book on the late King George VI, comprising mainly anecdotes from people who met, served and/or were able to observe him. Permission for the book has been given by H.M. the Queen Mother's Household and Mr. Cadwallader would be most grateful for the reminiscences of any reader willing to contribute. All communications will be acknowledged and written work (typewritten if possible, please) returned on completion of transcript. Alternatively, readers in the London area could be visited for their taped contributions.

Newhaven and Seaford SCC: The Patcham Branch, Royal British Legion is trying to raise funds for the purchase of a Unit Standard for the Newhaven & Seaford Sea Cadet Corps, so that it can be paraded on 23 June at the annual pilgrimage to the Indian War Memorial (situated just outside Brighton) alongside those of the Air Training Corps and Army Cadet Force. They would be most grateful to any ships, shore establishments or individuals who could contribute to this appeal. Please contact Hon. Sec., Mr. B. J. Copelin, 1 Mackie Avenue, Patcham, Brighton BN1 8RA.

T-class Submarines: Between 1948 and 1956 several T-class submarines were cut in half at Chatham dockyard and lengthened by 14ft or more. Would anyone with photographs of these operations please contact Gus Britton, Submarine Museum, Haslar Jetty Road, Gosport, Hants PO20 2AS.

HMS Otus: decommissioning dance originally scheduled for November 30, 1990 has now been re-scheduled for April 27. Tickets

HMS Ranpara (1944): Ex-O/Std Bill Gibson would like to hear from any of the cooks and stewards who served with him — contact him at 27 West Gate Park Road, Morecambe, Lancs. LA4 4RN (Tel. 0524-423177).

H.O. 188 Squad RM 1942: Dennis Chapman, 78 Sherborne Rd., Chesham Heath, Stockport SK3 0SN, would like to hear from ex-squad mates with a view to a reunion in 1992.

West Country Gunners & Missile Assn: Membership is invited from all serving and ex-serving Gls, FC1 or equiv. (QR, OA, GA, GL etc.) or PO(M). Meetings in Fraser Bar, WO & SRs Mess, HMS Drake on second Wed. of each month at 2000. Membership forms/newsletter from the Sec., CPO(Ops)(M) Martin Surman, Trevi Range, HMS Raleigh, Torpoint, Cornwall — or just turn up on the night.

HMAMC Worcestershire: A. R. Blohm, 38 Emble Place, Hillary, Durban, South Africa, would be pleased to hear from old shipmates, in particular ex-members of the football team 1942-43 and LS Jock Duncan, and AB Jock Waters, Diego Garcia 1943-44.

HMS Wasp and HMS Danae: J. (Mickey) Carnuff, 9E Orlock Gardens, Bangor, N.I., would like to hear from personnel (Dover 1941) especially Lieut. Thornton Bates, Jock Sturrock or Fred Hassett. He would also like to hear from shipmates who served in HMS Danae 1939-40.

HMS Cumberland: Mr. F. Hibbert, 227 Heywood Road, Prestwich, Manchester M25 5QH (tel. 061 773 1041) wishes to contact AB/ST Herbert (Bert) Thornton, last ship HMS Cumberland, Mess 37 (torpedo-men's mess). He left the Service in July 1947 and was heard of living in the Attercliffe area of Sheffield.

HMS St George: Stan Hill, ex-boy seaman, would like to contact George Cousins, former POGL, Whale Island, and any other former boys of Drake 56 class. Contact him at 186 Tennyson Way, Offmore Farm, Kidderminster DY10 3XA.

National Fleet Air Arm Assn: The association is intending to start a new branch at Pembroke Dock. Any ex-FAA members who are living in the area and who would be interested in joining this branch are invited to contact Tom Chisnall, 17 Park View, Lamphey, Pembroke, Dyfed SA71 5NX (tel. 0646 672458).

HMS Effingham: Mr. E. Craske came across a brass ash tray which, after cleaning, bore the crest of HMS Effingham, a cruiser lost off Norway. Any survivors still around are invited to contact Mr. Craske at 10 Millfield Gardens, Crowland, Peterborough PE6 0HB.

Concert Parties, Second World War: Author Eric Taylor is researching a book on the contribution made to the war effort by amateurs and professional performers in concert parties. He would be most grateful to hear from any readers who have recollections of those days either as performers or as members of the audience. Contact him at 21 High Oaks, York YO3 0LB (Tel. 0904-425029).

Stone Frigates: Jim Wilcock, of the Hummer Naval Enthusiasts, 37 Vernone Court, Pier Street, Hull HU1 1UZ (Tel. 0482-26738) is compiling a list of Naval shore establishments, bases, dockyards, and air stations, together with the static harbour ships which preceded them, from around 1800. Anyone with details of unusual and unheard of ones please contact him.

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FIFTY YEARS ON

A look-back at the wartime operations of the Royal Navy, half a century ago this month.

THE Battle of the Atlantic continued unrelentingly, but for the first time more ships were sunk in the Mediterranean, and more by air attack than by U-boat — over 600,000 tons in all, even worse than March.

The Med. became the focus of attention. Weakened by the reinforcement of Greece, the Army in North Africa were pushed back by Rommel's Afrika Corps and the Navy was called on to support the flank. In Greece the Germans swept all before them and evacuation became necessary. In a desperate operation with no air cover, 50,000 men were lifted to Crete.

Principal events included:

1. Swordfish of 824 Squadron (HMS Eagle) sank Italian destroyer off Massawa.
2. 813 and 824 Squadrons attacked four Italian destroyers off Port Sudan and sank two. The remaining two were sunk by the RAF and HMS Kingston.
3. HM ships Scarborough and Wolverine sank U76 in Atlantic.
4. HMS Capetown torpedoed by Italian MTB in Red Sea.
5. Gunboats Aphis and Gnat bombarded coast road, Bomba, N. Africa.
6. AMC Rajputana sunk by U108 in Denmark Strait.
7. HM ships Griffin, Stuart and Gnat bombarded Sollum.
8. Ladybird bombarded Gazala airfield.
9. 14th DF. HM ships Jarvis, Janus, Mowhawk and Nubian, destroyed Italian convoy of five ships and escort off Sfax, Tunisia.
10. Admiralty, Whitehall, hit by bomb.
11. Mediterranean Fleet (battleships Warspite, Barham, Valiant and aircraft from Formidable) bombarded Tripoli.
12. Operation Demon, evacuation of troops from Greece started. Thirty-seven cruisers, destroyers and transports involved.

13. Op. Demon — transports Pennland and Ulster Prince sunk.
14. Op. Demon — HM ships Wryneck and Diamond sunk off Crete.
15. HM corvette Gladiolus sank U65 in Atlantic.
16. Gunboat Aphis bombarded Sollum.

Taken from the Royal Navy Day by Day.



● Maj.-Gen. Colin Shortis, chairman, accompanied by members of the Dartmouth Skimming Dish Restoration Group, presents the Skimmer to Dr. A. Borg, director-general of the Imperial War Museum and Capt. F. Collins, Director of HMS Belfast.

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Penelope pays off



AFTER 30 years the Royal Navy's oldest frigate, HMS Penelope, has finally come to the end of her service, having steamed well over half a million miles.

During her long life the Penelope, a Falklands veteran, has served all over the world and been the centre-piece of many major trials including those for the Seawolf defence missile system.

Her last operational deployment was with the NATO force NAVOCFORMED, operating in the Eastern Mediterranean.

HMS Penelope and her ship's company were granted the Freedom of the Borough of Blackpool, her affiliated town, and so the Freedom Scroll was returned, for safe keeping, carried from Plymouth to Blackpool by 12 runners who raised £4,000 for the British Leukaemia Research Fund.

The team had been given plenty of encouragement by Miss Penelope, Gillian Robertson, who started the charity run at the quayside in Devonport.

Meanwhile HMS Penelope (only half a million miles on the clock!) joins the Defence Sales Team's list of ships up for sale.

● Miss Penelope, Gillian Robertson, gives the ship's bell one last polish ably assisted by RO(1)G Kevin Teyhan.

● HMS Penelope leads NATO ships into the port of Taranto on her last deployment with NAVOCFORMED.

'Snow' joke at Greenwich



WHILE most of the country was brought to a standstill earlier in the year after several days of heavy snowfalls, the commander of Royal Naval College Greenwich decreed "the show must go on."

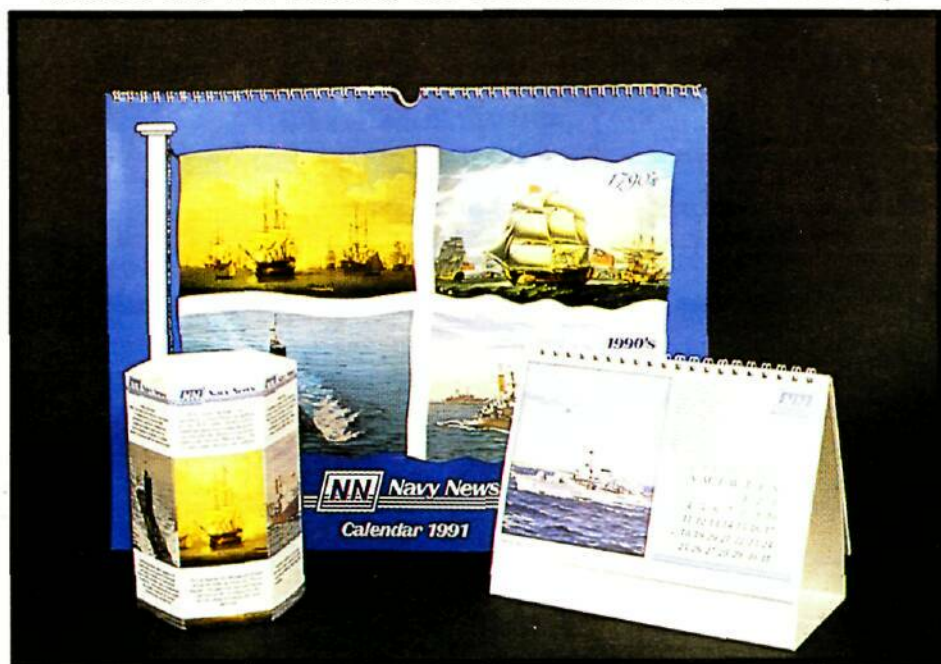
Braving the elements Cdr. Mike Sauvage clipped on his skis and Rounds then proceeded — almost as normal!

NN Navy News

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FINAL Reductions

Marines hit the right note



IT was a colourful scene in the Royal Albert Hall when the popular annual Mountbatten Festival of Music was presented by the Massed Bands of the Royal Marines on three evenings.

The Princess of Wales attended on the first evening, while principal guests on the other days were Countess Mountbatten of Burma, the Hon. Timothy Knatchbull, Sir Michael Quinlan, Permanent Under Secretary MOD, and Lady Quinlan.

Comperes were Mr. Desmond Carrington and Miss Susannah Simons.

The festival, in aid of the Malcolm Sargent Cancer Fund for Children, Royal Naval, Royal Marines and other Service and civilian charities, provides a continuing tribute to the late Admiral of the Fleet Earl Mountbatten, who was Life Colonel Commandant of the Royal Marines.

One of the guests this year who was given a warm welcome by the Bandsmen was 95-year-old Mr. Albert Stares, an ex-RM bugler who joined in 1909.

Another guest was Mr. Jeff Skinner, who was presented with a trophy and certificate for his work in producing for the Corps a Book of Remembrance, in three volumes, recording

the names of the 3,975 Royal Marines who died in the Second World War.

Excerpts of the festival, which was given under the direction of Lieut-Col. J. M. Ware, will be available on long playing records and cassettes.

● The Massed Bands of Her Majesty's Royal Marines will conduct the ceremony of Beating Retreat on Horse Guards Parade, London, at 1815 on the evenings of June 11, 12 and 13.

Application forms for tickets to witness this stirring event may be obtained (enclosing a stamped addressed envelope) from the Royal Marines Concert Office, Room 113, Archway Block South, Dept. of the Commandant General Royal Marines, Ministry of Defence, Old Admiralty Building, Whitehall, London SW1A 2BE.

Ticket prices will be £8, £6 and £3, all proceeds from the event going to selected Royal Marines and Royal Navy charities.

Pictures: PO(Phot) H. Amliwala, RM Eastney.

HARRY GRINS AND 'BEARS' IT

A delighted Prince Harry receives a green-beret Teddy Bear from Wren Jennett Downs, of HMS Sultan, at the Mountbatten Festival of Music.

The Prince visited the festival with his mother, Princess Diana, seen accompanied by the Commandant General Royal Marines, Lieut-Gen. Sir Henry Beverley. Among those also pictured are Wren Susan Robinson and Maj. M. Y. Cooke, RM.



Business is brisk off Aphrodite's isle

SINCE the start of Operation Granby it has been "business as usual" at the British Forces HQ Cyprus — only that business has been exceptionally brisk because of the Gulf crisis.

While RAF Akrotiri has taken the brunt of the work, chalking up over 10,000 movements of aircraft since the invasion of Kuwait, three Attacker Class patrol craft, HM ships Hunter, Attacker and Striker, have been kept busy since their arrival last October.

After a rapid period of work-up training Naval Party 1027 had two of the three vessels deployed off Dhekalia and Episkopi, engaged in security patrols and working in support of customs and resident battalions.

The three ships were also involved in a number of rescue operations and provided support for 84 Air Sea Rescue Sqn. RAF.

Prior to carrying out exercises in the eastern Mediterranean HMS Ark Royal visited Cyprus to carry out essential maintenance off Episkopi.

While there, 820 Sqn. were called upon to assist in the search for two fishermen who were lost when their boat capsized in Morphu Bay.

● Above: HM ships Hunter, Attacker and Striker off Akrotiri after completing work-up training.

● Right: HMS Ark Royal off Episkopi before carrying out exercises in the Mediterranean.



Fond farewells

THE Royal Navy said goodbye to three famous names as the nuclear-powered Fleet submarines HMS Warspite, Conqueror, and Churchill were retired from service.

The name HMS Warspite dates back to 1596, when her Commanding Officer was Sir Walter Raleigh, and she holds the longest list of battle honours of any ship in the Royal Navy — many of them won by the submarine's immediate predecessor, the battleship which served with distinction throughout both World Wars.

Place in history

HMS Conqueror's history is also a long one, going back to 1745. One of the submarine's forerunners fought at Trafalgar. The present Conqueror won a place in history as the first nuclear submarine to fire a torpedo in anger, during the Falklands conflict when she sank the cruiser Belgrano.

Ceremony

A joint paying-off ceremony for Warspite and Conqueror was held at Devonport, when most of the past Commanding Officers of both submarines were present. Guests of honour were Lord and Lady Wilson — who launched HMS Warspite in 1965, when her husband was Prime Minister.

HMS Churchill's name does not date back far in naval history — she has only one predecessor, an ex-US destroyer acquired in 1940 and subsequently lost in 1945 while on loan to the Soviet Union — but named as she is after Britain's wartime leader, it is a famous one nevertheless.

A hand-painted Churchill Tavern sign, with Sir Winston and his famous V-sign, presented to the submarine by Whitbread's brewers, has been carried over half a million miles on and under the oceans of world.

Safekeeping

But with the halting of her re-fit and the final decommissioning at Rosyth, the time had come to hand the sign back.

At a ceremony in the City Cellars at Whitbread's HQ in London it was duly received for safekeeping from the Senior Rates' Mess President, Dave Middlehurst, by the company chairman Sam Whitbread — perhaps until a new HMS Churchill is built and commissioned into the Royal Navy?



At the end of the paying-off ceremony at Devonport, Lieut. Jo Jones presents a bouquet, on behalf of HMS Warspite, to Lady Wilson, who has been an attentive sponsor of the submarine during the 26 years since her launching.

Devonport photos by POA(Phot) Steve Newberry.

MINEHUNTER, SURVEY SHIP AND SUBMARINES TAKE THEIR LEAVE

TWO other long-serving units who have just bowed out are the Ton Class minehunter HMS Hubberston — whose final voyage we noted last month — and the survey ship HMS Hecate.

Hubberston, pictured right, with paying-off pennant flowing, has 36 years of service behind her, including spells as a maritime patrol craft in Hong Kong and a period of fishery protection duty.

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A freak wave put her temporarily out of action off Portugal in 1981, when heavy seas poured in through the funnel.

In the 1970s the Hecate surveyed large areas of the Persian Gulf while on contract to Iran — and much of the work she did has lately been put to good use by the Allied forces.

Pictured below, HMS Hecate, berthing at Portsmouth for the last time.





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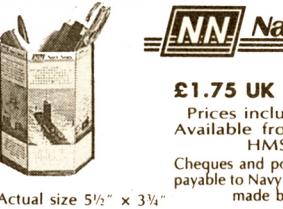
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Community spirit alive in Gosport

CONCEALED behind the modest facade of Gosport headquarters, is a successful fund-raising branch, acclaimed locally for its work in the community and its spirit of caring.

The generosity of its members (over 600 ex-sailors, Wrens and Royal Marines), results in huge sums of money raised annually for local, national and naval charities.

In one year alone sufficient cash was raised to provide five guide dogs for the blind named, appropriately, Jack, Jenny, Royal, Skipper and Sultan.

During the past months £500 was raised for the children's cancer ward of the Royal Marsden Hospital, £750 for a similar unit at Southampton General

Hospital, £850 for the Children in Need Appeal and a further £350 for Gosport Sea Cadet Corps, a sum donated annually.

The branch, which celebrated its golden jubilee in 1988, started life as the Royal Naval Old Comrades association with its members moving from one temporary headquarters to the next until it went under the umbrella of the RNA in 1950 and set about building its present headquarters.

Loyalty

What makes Gosport so successful is the readiness of members to support one another, regardless of rate or rank and their loyalty to their club.

Presiding over them is Mrs Rita Lock, the branch chairman, ably supported by husband, Jan, who, throughout his 30 years membership of the branch, has held every office from vice-president and club secretary to standard bearer.

St Mawgan branch formed

AT an inaugural meeting of ex-naval personnel, presided over by Shipmate Ron Tremlett, national council member No 4 Area, it was agreed to form a St Mawgan branch. Members meet on the second Wednesday of the month at 7.30 pm, at the Airways Hotel, St Mawgan, and extend a warm welcome to new recruits.

□ □ □

Shipmate Cecil Matthews, who held the post of secretary No 10 Area for the past 25 years, resigned at the Area annual general meeting. His loyal service won the gratitude of shipmates who, to mark his resignation, presented him with a carriage clock and a cheque made up of donations from branches throughout the area.

Shipmate Matthews will continue to work for the association as a vice-president of the RNA and a life vice-president of No 10 Area. He also sits on the Charities and Welfare committee.



TO raise funds for Leukaemia Research, a team of runners from the Leander class frigate HMS Penelope took to the road covering the distance from Portsmouth to Blackpool, the ship's adopted city, and en route the 15 man team enjoyed an overnight

GIFTS FOR THE GULF



GOODIES galore are displayed, above, by members of Bodmin branch before being dispatched to the Gulf.

A Burns Night supper, organised by Shipmates Marge Reed and Rena Roberts, raised £221 towards the cost of the items, while Shipmate Bill

Kynes raided local stores and wrote to numerous football clubs for anything they could offer.

As a result six large parcels were sent to Servicemen and women in HMS Brilliant and in the mine countermeasures vessels HM ships Dulverton, Cattistock and Bicester. In addition £100 was sent to Head-

quarters for the Gulf Appeal.

Pictured before the parcels were packed are, from left, Shipmates Mick Hamilton and wife, Lorne, who have a son serving in HMS Brilliant, Rena Roberts, Bill Kynes, Betty Tilley and husband, Bernard.

Picture: Clemens Photography.

Runners find a resting place at Shrewsbury

BRANCH NEWS

stay at Shrewsbury.

Members of Shrewsbury met the runners five miles from the town and escorted them back to Shrewsbury.

The branch laid on a party in their honour with the ladies providing an iced cake bearing the crest of the Penelope. The encounter was greatly enjoyed by shipmates and visiting sailors.

□ □ □

Mr. Norman Fookes, who for over 30 years was chief sponsor of the Devonport Field Gun Team, has accepted the invitation to be president of Caerphilly branch.

□ □ □

At Yeovil annual general meeting, Shipmate Douge Farge stood down as chairman

to be replaced by Shipmate Alex Pacey. Shipmate Frank Kime took over as vice-chairman and Shipmate Tommy Cox as treasurer. As a mark of appreciation for his years of service to the branch, Shipmate Farge was presented with an inscribed salver and there was a bouquet of flowers for his wife, Vera.

□ □ □

The newly formed Barnsley branch, affiliated with the Royal Fleet Auxiliary ship, Fort Victoria, dedicated their standard in York Minster. The branch extends a warm welcome to prospective recruits in the area.

□ □ □

The Fleet Air Arm section of Hanworth branch are dedicating their standard at All Saints Church, Uxbridge Road, Han-

worth, on May 12. The parade will start at the RNA Club at 1430 and following the service the salute at the march past will be taken by Flag Officer Naval Aviation Rear-Admiral Colin Cooke-Priest. A good turn-out is expected and all are welcome.

□ □ □

Members of Wisbech were pleased to learn that their fund-raising efforts over the last year had raised almost £1,200 for naval charities. There was also a donation for Chatham Marine Cadets and almost £320 was presented to the local Sea Cadet Corps Unit to help towards the development of their new headquarters.

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SHIPMATE HONoured

RUMOUR has it Shipmate Dennis Abbott, of Cardiff branch, is rarely lost for words, but he was knocked speechless at a recent branch meeting when it was announced he was nominated Shipmate of the Year for his work for charity.

Pictured at the presentation of the shield of honour are, from left, Shipmate Abbott, Shipmate Tom Davies, chairman of the national council and president No 7 Area, his daughter Mary, and Shipmate Lofty Cobbold, area chairman. The shield was presented by Shipmate Davies in honour of his late wife, Joan.

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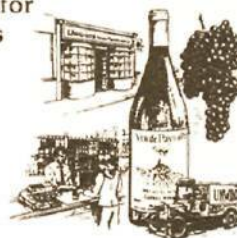
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Colts point the way . . .

Great minds at work hatching a cunning plan or two for the Army/Navy game at Twickenham. From left: Wayne Shelford, Sgt Mike Reece RM, CPOPT Brian Powell and Mike Davies (see report right). Picture: Lieut.-Cdr. Clark

BY THE time this article appears in print the Army and Navy will have decided the opening round of the Inter-Service Championship, writes Lieut.-Cdr. John Clark.

The late date of the fixture (March 23) and the copy date deadline for Navy News have conspired to dictate that the match report will appear in the May edition.

Colts Rugby

It is to be hoped that report will record an emphatic win for the Navy after three lean years since their last "Grand Slam". Preparation games against Civil Service (Feb. 20; won 28-7) and Met. Police (Feb. 27; won 33-0) went well with the forwards in consistent good form and the backs showing their ability to take chances and score tries.

Navy coach CPOPT Brian Powell (Sultan) has played a major part in melding talented players from several clubs into one effective unit. To this end he has been assisted at various times throughout the season by Mike Davies, ex-England international and coach, and Wayne Shelford, the All Blacks captain, both of whom are ex-Navy men.

Chalky White, the RFU's south west technical administrator, and Gareth Chilcott, of Bath and England, have also lent their considerable expertise to the Navy cause.

Considerable efforts have also been made by the Alickadoos to create an atmosphere of efficient support that leaves the player free to concentrate on his rugby. The results this season seem to indicate that such efforts have been rewarded.

The inability to report on the

senior game does, however, give the opportunity to mention the other Army/Navy game that takes place this time of year; the Colts match. Those privileged to be at Burnaby Road on March 2 witnessed a match every bit as intense as the senior game but, it must be said, played with a sense of fun and enjoyment so often lacking in league and representative rugby nowadays.

The Navy side, led by WEA Jock Beaton (Collingwood) and featuring brothers WEM Justin Gay (Collingwood) at fullback and Jason Gay (Penelope) at centre, were quick to settle after initial big match nerves and began to emulate their seniors with sustained, controlled forward play. Their first try came from a back row drive feeding to winger Paul Whitby (Cambridge) for the touchdown.

Further tries came from back row players Beaton and SEA Killer Kilpatrick (Liverpool) with Beaton converting his own try to bring the young Navy side's tally to 18 points. A try and a penalty was all that the Army could muster in reply which left the Navy comfortable 18-7 winners and recipients of the trophy presented by the match sponsors AFFAS.

IN BRIEF

RFA ARGUS RFC formed up prior to entry to the Gulf. They first beat Dubai Exiles 54-10 at Port Rashid. Victories over Bahrain (28-0) and HMS London (14-6) followed. Dubai Exiles then wreaked revenge with a 12-10 win.

United Services Hockey Club AGM takes place at the hockey pavilion, Burnaby Road, Portsmouth, on April 22 at 1900. Members please attend.

RNFA Referees' Society courses for potential Class 3 referees: May 24-26 at HMS Raleigh (contact WO Cotter ext. 41327) and Oct. 11-13 at RNH Haslar (MTI Morris ext. 2246). The Society's AGM/refresher course will be held at Haslar on May 22 (1300 start). Contact MTI Wagstaff ext. 2372.

Burntisland Golf Course was the venue of the Fleet Engineering Centre Golf Championships. Over two full rounds, this Stableford contest finished as follows: 1, CPO John Duffy 74 points; 2, LMEM(M) Andy Wadham 65 pts and the better second round; and 3, CPO Steve Bowling 65 pts. Tony Quade presented the prizes.



Sport



TIE LEAVES ALL TO BE DECIDED

FIRST match of this season's Inter-Service Football Competition saw the Royal Navy at home to the Army. They were playing for the Mercury Cup and the Navy were looking to stop a run of six defeats in senior inter-service matches and take a step towards winning the Constantinople Cup, which they last won in 1987, writes Lieut.-Cdr. Jim Danks.

The Navy were soon on the attack. Wiscombe denied CPOWEA Bob Brady (Collingwood) and then LWTR Paul Benson (Dolphin). With 15 minutes gone, Dunn picked up a sloppy pass out of defence and beat LPT Steve Riley (Campbeltown) before shooting on target. But Cpl Gary Popple (CTCRM) was in a good position to make a fine, diving save to his left.

From the resultant corner, the ball was played to the other hand and it was Wiscombe again who punched clear from another fine cross by Brady.

The Navy made a half-hearted appeal for a penalty — not supported by linesmen or referee — in the 18th minute. But they were not to be denied and their relentless pressure was rewarded two minutes later. Sgt. Tiv Lowe (CTCRM) whipped in a cross from the left and skipper POWEM(R) Steve Johnson (Collingwood) rose to meet the ball ahead of Wiscombe and headed home to give the Navy a thoroughly-deserved 1-0 lead.

The Navy forwards kept the

Army defence at full stretch and Benson shot on the run, unfortunately just over the bar.

kept the scores level.

With six minutes remaining Benson broke through, only to



Soccer

With two minutes of the half remaining, AB Kevin O'Donnell (Nelson) robbed Roach and centred the ball into the penalty area, where POAEM(M) Chris Long (810 NAS) flicked it goalward — again, inches the wrong side of the bar.

Some enthralling individual contests took place; none more entertaining than that involving the Army's Paul Brown and Navy defender Riley, neither of whom gave any quarter in a sometimes fierce encounter in which both players acknowledged the other's abilities. Johnson and LAEA Martin Cunningham (Daedalus), playing in his first inter-service match, were dominant in the Navy defence.

The Army must have received a strong, half-time talk as they came out and took the game to the Navy with a series of strong attacks. In the 57th minute they equalised.

The Navy continued to press for a winner and Wilson was just off target following a fine cross by Brady. Both sides then seemed content to settle for a draw, or rather were not keen to lose, but Roach tested Popple with 12 minutes remaining, but generally it was strong defending by both sides which

be called back for offside. Final chance of the evening fell to Russ Wilson, whose header went narrowly wide.

In a last bid to secure victory, AEM Nigel Thwaites (Seahawk) was brought on for the closing minutes, but he could not produce a winner — as he had against Sussex — and the game, which was sponsored by Lamb's Navy Rum, ended 1-1.

The result meant the Constantinople Cup would be decided by the final game (Army v RAF) at Aldershot on March 26.

A COMPETENT performance saw the Navy side through to a 2-0 victory over the English Prison Service; Tiv Lowe scoring both goals. During the match Jim Mullen in goal broke his collar bone in a collision with a Prison Service forward, putting an end to his season and affecting the plans of the Senior team and also Portsmouth RN in the Wessex League.

The Youth Inter-Service Match at Aldershot saw the RN triumph 3-2 against the Army. Navy goals came courtesy of SEA Gary Williams (Jupiter) and SA Trevor Smith (Raleigh). The Army's Fosbury failed to clear a cross by AM Chris Wellsby (Yeovilton) and put

home a rather fortunate winner for the Navy. This win gave the Navy the trophy for a record breaking, fourth successive time.

Fielding a side containing ten players on the books of First Division Clubs, FA Colts beat Combined Services Youth well; 7-0 was the result. But the young services learnt much from their more experienced opponents.

Meanwhile, the senior side entertained Sussex in a South West Counties group match and won 2-1. A goal behind a half time, the Navy win came via headers from Steve Johnson and Nigel Thwaites.

Marines make ABA semis

MARINES Mark Edwards and Trevor French have powered their way to the ABA semi-finals at Aston Villa on April 3.

French, in his quarter-final debut, outpowered David Nardiello from Sherborne in a hard contest with both boxers of similar style.



Boxing

Edwards, boxing for the first time for more than a year, always had an answer for Weymouth's Seymour Johnson, who was disqualified for persistent holding.

Navy coach CPOPT Tony Bevel will be especially pleased to have two of his boxers in the national semis from his team of only six throughout the season.

Meanwhile, the strength of the Royal Navy and Army boxing teams dominated the Combined Services Championships in Aldershot.

With the RAF suddenly "discovering" seven boxers after withdrawing from the Inter-Service Team Championship, some Navy competitors found themselves boxing twice. The finals saw six RN men competing for titles, with heavyweight MEM Colin Leiba (Trafalgar) and middleweight Edwards (RM Eastney) going through on walkovers.

At bantamweight LPT Dale Randle (Raleigh) lost to the Army's top England international Cpl. Neil McCallum. Boxing for this first CSBA title, Mne. Andy Calpin (CTCRM) at lightweight came out unanimous winner against SAC

Skipper's century comes up



Navy captain Steve Johnson (left) and Army counterpart Sgt. Alan Higgins hold the Mercury Cup, which their teams share after drawing in the first match of the Inter-Services Football Competition. The cup was presented by Lady Fieldhouse. Admiral of the Fleet Lord Fieldhouse, former Chief of Defence Staff, RNFA President, made a special presentation to Steve to mark his 100th game for the senior side. Steve first played for the RN in 1982 against Sussex, the team the Navy were playing when he achieved his century.

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Above: HMS Sultan's triumphant cross-country team with trainer/coach CPOPT Jock Stewart, sixth from left, enjoy their success
Picture: John McNally

CROSS COUNTRY GIVES CAUSE TO CELEBRATE

ROYAL Navy Athletic Club completed its best winter in the West Country by winning the final Westward League cross-country race at Paignton and so became the first club ever to achieve a hat trick of league titles.

The club had already established an unbeatable lead in the premier West Country league but it was nice to finish the season having won all races. RNAC totally dominated — despite quality opposition —

with a large squad, a mix of experience and youth, and superb motivation.

Five RN runners finished in the top 15 of the individual league: Steve Gough (Yeovilton) was first class to finish runner-up. The others were: 5th Andy Simpson (Manadon), 9th Bob Chapman (Drake), who was runner-up in the veterans, 11th Mick Cave (FONA), and 15th Mal Walker (Stonehouse).

The B-team also performed well, finishing fifth, ahead of many strong teams, such as Torbay and Exeter.

The season draws to a close

with RNAC having won the Devon Championships (for the first time since 1939) and had two individual county championships in Dave Neal (Cdo Log) for Devon and Tony Dunn (Culdrose) for Cornwall.

While congratulating RNAC on its success, opponents warned they would be aiming to knock the club off its perch next winter.

But, said Lieut.-Cdr. Chapman, "With such a large and enthusiastic group of club runners, RNAC views the future with considerable optimism. We now look ahead to the track season."

Meanwhile, in the Hampshire League RNAC pulled back after a very poor start to finish the season fifth of the ten teams in Division One. The B-team finished fourth of the 20 teams in the B league.

Congratulations must go to the HMS Sultan cross-country

team, unbeaten this season in league and command races. Sultan won both senior and junior races in the Portsmouth area championships and repeated the double in the Portsmouth Command Cross-Country Championships.

The RN Marine Engineering School managed to field three teams in each of the six races in the aggregate leagues (consisting of teams from the three Services, Police, Fire and Civil Service).

Sultan's A team won all six races in Div. 1 and the B team finished top of Div. 3, with the C team finishing third.

Four of Sultan's runners finished in the top six of the individual league with an average of 200 runners in each race. CCPO Graham Riley was the outright winner, highlighting an excellent season in which he has been selected to run for the Combined Services.

POWER UPDATE FOR PRIVATEER

APRIL 28th sees the start of the 1991 offshore powerboat racing season in the familiar waters around Weymouth and Portland.

Hoping for plenty of local support will be a Royal Navy crew of Lieut.-Cdr. Rob Andrews (MOD) and Cdr Tim Williams (FOST) in their Class III boat Privateer.

Rob and Tim first teamed up last year and achieved a series of good results including placings in the Portsmouth, Torbay, Humber and Round the Island races, which led to fifth place in the 1990 National Championship.

Preparation

Over the winter months the boat has undergone a "refit and capability update" in preparation for the 1991 season and the crew are confident that she can now better 60 knots.

With this extra performance, a season's experience and much-appreciated sponsorship from the Sea Life Centres in Weymouth and Southsea, the crew should be right at the front of the field in 1991.

The Weymouth race is fol-

lowed on 5 May by the Portsmouth race in more familiar waters off Southsea. Thereafter the series moves further afield to Swansea, Torbay, the Thames Estuary and Hull before returning to the South coast in August and September.

Rob and Tim would welcome support at any of these events to help them prove that the RN crew, professionals in powerboats of all sizes, can win the Championship in 1991.

BISLEY

AS A result of the Gulf War and its heavy demands on manpower, this year's Joint Services Skill-at-Arms Meeting and National Rifle Association Services Meeting at Bisley have been cancelled.

Arrangements are being made for a Joint Service Target Rifle Match on July 7 and July 23. Details will be circulated.

The NRA National Meeting will be held from July 18 to July 27. Those wishing to shoot do so as individuals. Details from RNRA Secretary.

COLLINGWOOD TOP OF THE TABLE

PLAYING at home, representatives of HMS Collingwood dominated the Portsmouth Command Table Tennis Championships, writes **POWEM John Reha**.

All the top seeds made the quarter-finals of the open singles event. The semi-finals

Table-Tennis

were closely fought, with POWEM Steve Reilly beating Lieut. Mike Knowles and a victory for myself over CPO Andy Jones, both in straight sets.

Reilly went on to win the final, becoming singles champion for the second year in succession. The plate final was won by LMEA Ken Moir (Sultan).

A new selection of junior players resulted in a close competition with WEA APP Howard (Collingwood) defeating JWEM(O) Arnison to become the 1991 junior champion.

A larger than usual turnout for the ladies competition allowed a ladies singles and a mixed doubles event to be run. The ladies event ended in a "club swingers" final, with POWrenPT Carol Shaw (Collingwood) defeating LWrenPT Burns (Sultan) in straight sets.

The mixed doubles event saw Steve Reilly and Janine Burns defeat LEM(O) Rose (Collingwood) and CWrenPT Johnson (Collingwood) by two sets to one in the final.

Due to a lower entry age for the veterans event, there was an absence of walking sticks and several new competitors. Youngest of the "veterans" was LWEM(O) Rose — remembered not all that long ago as a consistent junior competitor! But he ran out of steam by the final, in which he was beaten by Lieut. Mike Knowles (Nelson).

The doubles event provided

the finale and again saw an all-Collingwood final, with Reilly and Howard defeating CPOWEA Pete Eggbeer and myself by two sets to one.

Points were awarded at each stage of the competition and Collingwood, having by far the strongest squad, emerged as outright winners. Second were Collingwood B and third HMS Nelson.

Any new players, male or female, wishing to join the RNTTA or WRNTTA should contact me or Steve Reilly at the POs' Mess, HMS Collingwood, or Sub-Lieut. Tim Cur-rass at RNEC Manadon.

Fencing posts?

SEVEN hours of unswerving concentration was required of Sub Lieuts. Alwyn Richter and Mark Barton as they presided over the National Boys Fencing Championships at Plymouth.

The event gave Amateur Fencing Association coach Norman Golding the chance to put Alwyn and Mark through their paces as potential amateur fencing Presidents.

And their display of practical presiding — coupled with mastery of the rules and regulations of the sport — saw both qualify as National Grade II Presidents, a rare achievement even within the wider circles of civilian fencing.

Both are members of Plymouth Command and Manadon Clubs.

Brakeman saves the day when handle gives

WITH half the first team unavailable due to Gulf commitments, some last minute phone calls were required to bring the Royal Navy and Royal Marines team up to strength for the 1991 Fosters Inter-Service Bobsleigh Championships in Igls, Austria.

CPO Andy Michel dusted off his driving gloves after a

Bobsleigh

five year break to join experienced Navy drivers, PO Bob West (team captain), LAEA Chris McCulloch and CPO Gary Warner (who extended his service to compete).

As for the brakemen, Mid Gary Stubbs became available, along with novice AEM Lee Wafford. They joined Mne Craig Elliott and LAEM Steve Holdsworth.

The Army team were expected to be strong, all having been on the ice all over Europe since October. The RAF team had been badly affected by the Gulf and like the Navy squad contained a mix of experienced men and novices.

Equipment was where the Navy team was lacking. The best two bobs were selected from the team store at HMS Sultan. The team still had possession of a year-old bob belonging to 3M, which Warner had been working on back in October. 3M agreed this could be used for the competition. The team's fourth sled was brand new and picked up the day before practice started. This

was bought half through team funds and half by a long term team benefactor — Bradford University Research again sponsored the team with an interest-free loan.

Transport across Europe for personnel and equipment was again supplied by Vincents of Yeovil.

As expected, the Army took the lead in the competition, but not without some scares. On the third day of practice West was fastest down the track and caused some worried looks in the Army camp.

Chased hard

The Army won the team race, with the Navy second and the RAF third. There was victory for the Army No. 1 in the individual race — but he was just two seconds faster than West. He, in turn, was chased hard by the Army 2 and 3 and the RAF No 1, with just 0.5 secs covering all four sleds.

So Bob West took the Navy title and Craig Elliott was named best Navy/Marines brakeman. Andy Michel took the Navy novice award despite having a moment on his last run when his push handle released while he



was still pushing. Quick thinking by his brakeman Lee Wafford, who hauled him off his knees and into the bob, saved a potential disaster and Lee having to learn to drive in double quick time!

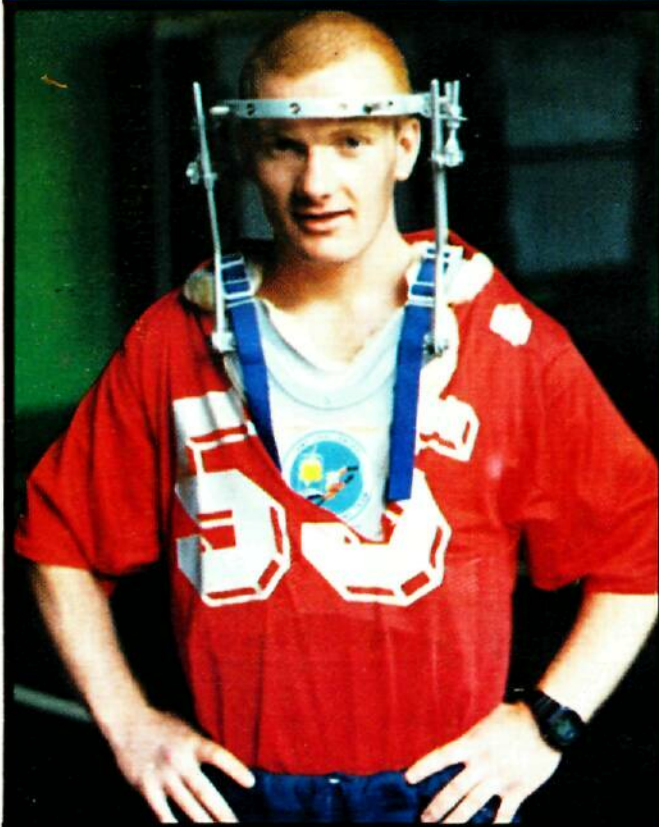
Above: The RN and RM Bobsleigh Team. Back row from left: Mid. Stubbs, LAEM Holdsworth, CPO Michel and AEM Wafford. Middle: CPO Warner. Front: Mne. Elliott, PO West and LAEA McCulloch.



Sport



SOME NECK



YOU might have thought the "halo" he was forced to wear as his broken neck healed was as close as Ginge Fullen would choose to get to the angels in this life...

But no sooner than the doctors had pronounced him fit, the Navy diver was taking to the heavens to pursue his hobby of parachuting. He is now concentrating on it as a safer alternative to the sport of rugby, during a game of which he came to be so badly injured.

LS(D) Eamon Fullen (HMS Nelson Gunwharf) is a seasoned rugby player, having

represented his school, local team, Huddersfield Town and Yorkshire (Rugby League). In the Navy he has represented ships and establishments, Scotland Command and Combined Services.

It was while playing rugby sevens for HMS Challenger at Burnaby Road, Portsmouth, last year that his neck was broken in two places and a vertebra compressed.

"I never knew I'd broken it at the time. All I was bothered about was that we'd lost the game," he said.

He made his way to HMS Nelson sickbay, then it was

on to RNH Haslar and traction on a special spinal bed. The halo-traction followed with a rigid frame being bolted to Ginge's skull. There it remained for months, with the bolts being tightened regularly, and Ginge wearing a succession of hard and soft collars.

The accident happened at the end of March last year and by October 10 Ginge was made fit for diving. He had promised himself that he would get back on the rugby pitch, but although his injury has completely mended he has decided on this occasion discretion is cer-

tainly the better part of valour.

That said, parachuting isn't exactly a soft option, but Ginge was back in the skies within a year of the accident. He had carried out 82 jumps up to the time of breaking his neck and his total is now in the range of 130.

A member of the Combined Services Parachuting Club, he is pictured (above) on a private visit to the Ampuria-brava parachuting centre in Spain, and (left) as he appeared less than 12 months earlier, wearing his halo.



Picture: Sgt. A. Robertson RAF

Above: Mid. Robert Moir (BRNC Dartmouth) gets airborne in the Inter-Services downhill ski race at Megeve. Right: Lieut. Viv Price (RNEC Manadon) turns on the style in the Super-G event at Boreges.

Moir outclasses the opposition



EXCELLENT snow, sunshine and keen racing blessed the Royal Navy's ski championships held in Boreges in the Pyrenees and they were a great success despite a somewhat reduced entry due to the Gulf crisis.

The first week was designed to introduce intermediate and novice skiers to the delights of racing and stars were LWTR Morris (Brave), who won the novices race, HMS Triumph's team of four, who won the minor category ship's race, and HMS Sultan, winner of the major category B team race.

Triumph's winning team comprised CCMEA Ringo Watts, POWEM Liam Cox, LWEM Gripper Gilbert and LS

Lee Apsley. Gripper achieved the fastest time of the four and finished seventh overall; not bad, considering he'd never raced before.

Graduating to more serious racing in the second week, the championships proceeded with the inter-establishment and inter-command competitions. In the former CTCRM Lympstone came first, with HMS Osprey second. The Royals triumphed again in the inter-command, but not before being pushed hard by Fleet Air Arm.

Individual overall winner was Mid. Robert Moir (BRNC Dartmouth), who won all three major races (command slalom, giant slalom and super-G). The last of the trio is an Alpine discipline midway between a giant

slalom and a downhill. This was the first time the RN had staged a super-G proper, with the requisite number of gates and height drop from start to finish.

NN Ski-ing

During the championships the RN ski team was settled and following a week's training at Courchevel it was on to Megeve for the British Services International Ski Championships.

The Navy pushed the RAF closely — with the Army out in front — but had to settle for third place. There was some excellent and exciting racing on hard, true, icy courses, with a particularly spectacular down-

hill.

Moir was again best of the RN skiers, closely followed by another new "find", Mne Steve Cotton (CTCRM). The team was ably led by Capt. Keith

Mills (CTCRM) in the absence of the Navy's current No. 1 Lieut. Nick Brewer, who was in the Gulf. Five of the squad of nine were Royals, but the return of old-stager PO Nick Griffin (RNAS Yeovilton) — at the age of 33 — to the racing scene should not pass unrecorded. He did extremely well to finish as third RN skier overall.

In the ladies competition the RN(W) also finished third, behind the WRAF and Army(W)

but ahead of the Combined Australian Defence Forces team. This was a good performance in the face of injuries and flu, which kept Surgeon Lieut. Penny Mancais (Sultan) as busy off the slopes as on.

Lieut. Viv Price (RNEC Manadon) finished fifth overall and will manage the Combined Services Ladies Team going to Thredbo, Australia, in August for the Australian Inter-Services Ski Championships.

Again this year the Championships were sponsored by Portacabin and Courage. The RN(W) owed their mobility around the resorts to their Defender Land Rover, supplied courtesy of Land Rover. The team is also indebted to the RN Winter Sports Association and

the RN Women's Sports Association.

● Six members of the Combined Cadet Force were chosen after regional, dry-slope trials to compete as a guest team in the RN Ski Championships.

Aged 14 to 18, they were sponsored by the Director of Naval Recruiting. The youngest, Roderick Ward, finished eighth overall; a highly commendable performance which saw him beating several Royal Marines.

He and his team-mates — Julian Kidd, Richard Young, Rene Barletta, Ian Mollan and Peter Brotton — all brought home medals and the Chairman's Bowl as best guest team.

DAEDALUS ENGINEERS BACK HOME

NAVAL aircraft engineers from the Mobile Aircraft Support Unit (MASU), based at HMS Daedalus, Lee-on-Solent, have returned from deployment in the Gulf.

Led by Cdr. Richard Dore, they were based with the British Helicopter Support Force

and were involved in assessing the air-worthiness of the 32 aircraft used in the war zone by the Fleet Air Arm.

ARCHERS SAIL INTO GIBRALTAR

TWO of the Archer class, HM ships Ranger and Trumpeter, previously used as training craft by the RNR, are to take over as search and rescue craft based at Gibraltar.

They will replace HM ships Cormorant and Hart when they are paid off.

Specialist skills

Working in small groups at tactical locations they provided specialist skills in Battle Damage Repair (BDR) and in-depth Airframe Repairs for 12 Sea King helicopters of 845 and 848 Sqns. operating in support of the 4th and 7th Armoured Brigades in the desert.

The MASU team was also asked to support the Chinook and Puma helicopters deployed by the RAF and an advance team first went out when two helicopters from 846 Sqn. were sent on board RFA Argus to evacuate casualties.

LOVELY BUBBLY — BUT NOT FOR ALL!



HOME and away the wine and the water flowed to celebrate the Gulf ceasefire... and guess who got the water?

At Plymouth wives of men serving in HM ships Brazen and London display their delight, and relief, at the end of hostilities, with a bottle of bubbly. Meanwhile, far away in the desert, CPO Mac McKernan and WO Dick Lawson get by with a celebratory mug of refreshing H₂O — looking forward to something stronger later. The two are among members of a team modifying helicopters for desert operations.

Pictures: Devon and Exeter Press Service and PO(Phot) Ric Burch.

Tournament will host Gulf families

MEMBERS of the Armed Forces who fought in the Gulf, together with their families, will form a major part of the audience at the opening performance of this year's Royal Tournament with more than 6,000 husbands, wives and children celebrating Britain's contribution to the Gulf war.

Field Gun will also be on the programme this year despite speculation that it would be dropped because of the war. Crews from Portsmouth, Devonport and the Fleet Air Arm

start training as usual early next month for the competition at Earls Court, London, from July 10-27.

It has also been announced that the profits will be going to

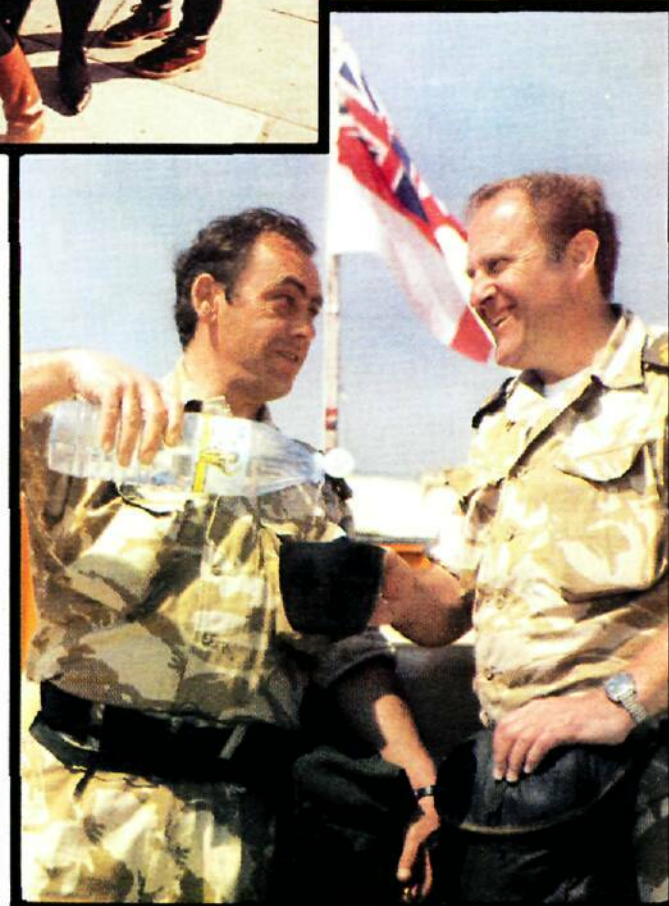
the Gulf Trust and Service charities.

This year it is the turn of the Army to be the "lead" Service and the main theme of the 101st Royal Tournament will

be the "History of the Cavalry", telling the story of the cavalry and the horse through the ages, from medieval jousting to the Charge of the Light Brigade and on to the present day.

Outside the arena there will also be an exhibition of military equipment including vehicles and equipment from the Gulf campaign.

Tickets for the tournament range in price from £6.50 to £20 and are already available from the Royal Tournament Box Office, at Earls Court Exhibition Centre, Warwick Road, London SW5, tel. 071 373 8141.



GULF SHIPS VISITOR

A NUMBER of Gulf ships, including HM ships London, Herald, Hecla, some of the MCM vessels and RFA Sir Galahad, were visited by Rear-Admiral A. P. Woodhead, Flag Officer Flotilla One and senior naval representative at the Operation Granby Joint Headquarters at High Wycombe.

On board the flagship London he presented two Long Service and Good Conduct Medals.

Enduring role for ice patrol ship?

QUESTIONS have been asked in Parliament about the work and future of the ice patrol ship HMS Endurance, which is completing another season of duty in the South Atlantic.

In both the Lords and Commons it was stated that the requirement for a replacement vessel was being studied but that no decision had yet been taken. HMS Endurance was capable of running on into the mid-1990s.

Approximate annual running costs of the Endurance were put at £2.4 million, excluding maintenance and refit, the entire cost of running the ship being met by MOD.



Emotional welcome as Brazen returns

HUNDREDS of relatives and friends crowded Devonport dockyard to give an emotional welcome to HMS Brazen, one of the first ships to return from the Gulf war.

As she sailed into Plymouth her ship's company were armed with red roses to present to wives and girlfriends who were among the crowds waving her back into port.

Before coming alongside at the naval base the Type 22 frigate, captained by Cdr. James Rapp, fired a 15-gun salute to the Flag Officer Plymouth while her two Lynx helicopters flew overhead.

HMS Brazen's six-month deployment began only weeks after Iraq invaded Kuwait, when she helped enforce the UN embargo and dealt with sanctions-busting ships.

RFA Orangeleaf, the longest-serving British ship in the Gulf, has also returned home after steaming 33,000 miles and replenishing 44 ships of ten allied nations on a total of 128 occasions.

She was welcomed back into Portsmouth by First Sea Lord Admiral Sir Julian Oswald and the RFA's Commodore R. M. Thorne.

Picture: Devon and Exeter Press Service